Western Bay of Plenty District Council

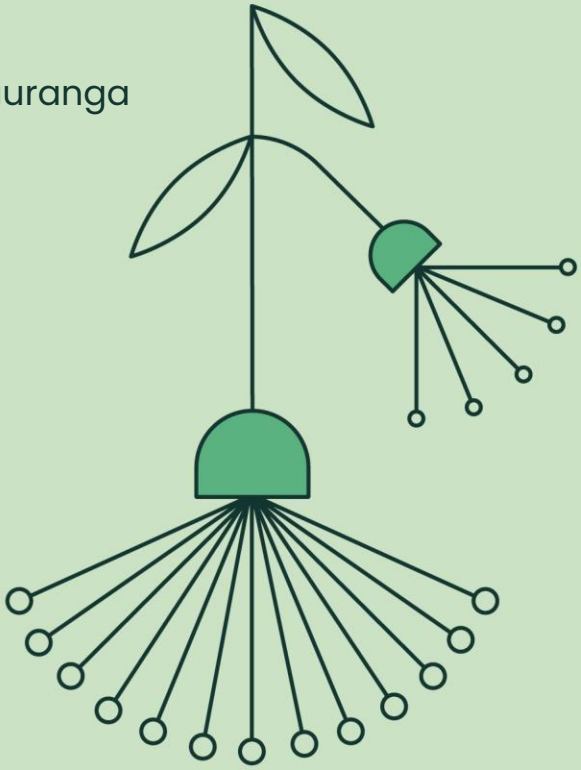
Mā tō tātou takiwā

For our District

Council

Te Kaunihera

CO26-4
Thursday, 26 February 2026, 9.30am
Council Chambers, 1484 Cameron Road, Tauranga



Council

Membership:

Chairperson	Mayor James Denyer
Deputy Chairperson	Deputy Mayor Margaret Murray-Benge
Members	Councillor Shane Beech Councillor Tracey Coxhead Councillor Grant Dally Councillor Darlene Dinsdale Councillor Graeme Elvin Councillor Rodney Joyce Councillor Laura Rae Councillor Allan Sole
Quorum	Five (5)
Frequency	Monthly

Role:

The Council is responsible for:

- Ensuring the effective and efficient governance and leadership of the District.
- Ensuring that all functions and powers required of a local authority under legislation, and all decisions required by legislation to be made by local authority resolution, are carried out effectively and efficiently, either by the Council or through delegation.

Power to Act:

To exercise all non-delegable functions and powers of the Council including, but not limited to:

- The power to make a rate;
- The power to make a bylaw;
- The power to borrow money, purchase, or dispose of assets, other than in accordance with the Long Term Plan;
- The power to adopt a Long Term Plan, a Long Term Plan Amendment, Annual Plan or Annual Report and to receive any related audit report;
- The power to appoint a chief executive;

- The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan or developed for the purpose of the Local Governance Statement;
- The power to adopt a remuneration and employment policy;
- The power to approve or change the District Plan, or any part of that Plan, in accordance with the Resource Management Act 1991;
- The power to approve or amend the Council's Standing Orders;
- The power to approve or amend the Code of Conduct for Elected Members;
- The power to appoint and discharge members of committees;
- The power to establish a joint committee with another local authority or other public body;
- The power to make a final decision on a recommendation from the Parliamentary Ombudsman where it is proposed that Council not accept the recommendation.
- To exercise all functions, powers and duties of the Council that have not been delegated, including the power to compulsorily acquire land under the Public Works Act 1981.
- To make decisions which are required by legislation to be made by resolution of the local authority.
- To authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council, or included in Council's Long Term Plan or Annual Plan.
- To make appointments of members to Council Controlled Organisation Boards of Directors/ Trustees and representatives of Council to external organisations.
- To monitor the performance of and make decisions on any matters relating to Council Controlled Organisations (CCO), including recommendations for modifications to CCO or other entities' accountability documents (i.e. Letter of Expectation, Statement of Intent).
- To approve joint agreements and contractual arrangements between Western Bay of Plenty District Council and Tauranga City Council and/or any other local authority including the requirement to review the terms of any such agreements or contractual arrangements.
- To approve the triennial agreement.
- To approve the local governance statement required under the Local Government Act 2002.
- To approve any changes to the nature and delegations of Committees.
- To approve a proposal to the Remuneration Authority for the remuneration of Elected Members.
- To develop, review and approve policies, bylaws, strategies and plans in accordance with legislation including determination of the nature and extent of community engagement approaches to be deployed.
- To approve submissions on proposed legislation, plan changes or policy statements.

- To receive reports from Community Boards and resolve appropriate actions as necessary.

Procedural matters:

- Approval of elected member training/conference attendance.
- Receipt of minutes from Committees.

Power to sub-delegate:

- Council may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision – making body, subject to the restrictions on its delegations and any limitation imposed by Council.

Mayor's Delegation:

- Should there be insufficient time for Council to consider approval of elected member training/conference attendance, the Mayor (or Deputy Mayor in the Mayor's absence) is delegated authority to grant approval and report the decision back to the next scheduled meeting of Council.
- Should there be insufficient time for Council to consider approval for a final submission to an external body, the Mayor (or Deputy Mayor, in the Mayor's absence) has delegated authority to sign the submission on behalf of Council, provided that the final submission is reported to the next scheduled meeting of Council.

Notice is hereby given that a Meeting of Council will be held in the Council Chambers, 1484 Cameron Road, Tauranga on: Thursday, 26 February 2026 at 9.30am

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1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT - NGĀ MEMA KEI KONEI

3 IN ATTENDANCE - I TAE AKE

4 APOLOGIES - NGĀ WHAKAPAHĀ

5 CONSIDERATION OF LATE ITEMS - NGĀ TAKE TŌMURI

6 DECLARATIONS OF INTEREST – NGĀ TUKITUKINGA

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9 COUNCIL - COMMITTEE MINUTES FOR CONFIRMATION - TE WHAKATAU I NGĀ MENETI Ā TE KAUNIHERA, Ā TE KOMITI

9.1 MINUTES OF THE COUNCIL MEETING HELD ON 25 NOVEMBER 2025

File Number: A7121887

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Robyn Garrett, Governance Manager

RECOMMENDATION

1. That the Minutes of the Council Meeting held on 25 November 2025 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

ATTACHMENTS

1. **Minutes of the Council Meeting held on 25 November 2025**

MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
COUNCIL NO. CO25-2
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 25 NOVEMBER 2025 AT 9:30AM

1 KARAKIA

Whakatau mai te wairua Whakawātea mai te hinengaro Whakarite mai te tinana	Settle the spirit Clear the mind Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT - NGĀ MEMA KEI KONEI

Mayor J Denyer, Cr T Coxhead, Cr G Dally, Deputy Mayor M Murray-Benge, Cr R Joyce, Cr D Dinsdale, Cr L Rae, Cr A Sole, Cr S Beech and Cr G Elvin.

3 IN ATTENDANCE - I TAE AKE

M Taris (Interim Chief Executive), A Curtis (General Manager Regulatory Services), B Singh (General Manager Infrastructure Services), E Watton (Acting General Manager Strategy and Community), M Potton (Acting General Manager Corporate Services), A Henderson (Programme Director – Water Organisation), J Fearn (Chief Financial Officer), L Balvert (Communications Manager), S Bedford (Finance Manager), P Watson (Reserves and Facilities Manager), R Garrett (Governance Manager), H Wi Repa (Governance Systems Advisor) and P Osborne (Senior Governance Advisor).

OTHERS IN ATTENDANCE

Shawn Gardner and Mike Crosby

Anton Labuschagne and Mariska Koekemoer (Audit New Zealand)

Roger Foxley - Senior Planner (Momentum Planning & Design)

Katikati Community Board Member John Clements

Friends and Whānau of Cr Coxhead and Deputy Mayor Murray-Benge

4 APOLOGIES - NGĀ WHAKAPAHĀ

Nil

Unconfirmed

5 CONSIDERATION OF LATE ITEMS - NGĀ TAKE TŌMURI

Nil

6 DECLARATIONS OF INTEREST – NGĀ TUKITUKINGA

Nil

7 PUBLIC EXCLUDED ITEMS - NGĀ TAKE TAPU

Nil

8 PUBLIC FORUM - WĀHANGA TŪMATANUI

Nil

9 COUNCIL - COMMITTEE MINUTES FOR CONFIRMATION - TE WHAKATAU I NGĀ MENETI Ā TE KAUNIHERA, Ā TE KOMITI

9.1 MINUTES OF THE COUNCIL MEETING HELD ON 5 NOVEMBER 2025

RESOLUTION CO25-2.1

Moved: Cr L Rae

Seconded: Cr A Sole

1. That the Minutes of the Council Meeting held on 5 November 2025 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

10 REPORTS - NGĀ PŪRONGO

10.1 DECLARATION BY KATIKATI COMMUNITY BOARD MEMBER

The Mayor called Katikati Community Board Member John Clements to the lectern to make and sign his declaration.

The making, attesting and signing of the declaration required of Katikati Community Board members was witnessed by Mayor Denyer.

Unconfirmed

10.2 DECLARATION BY COUNCILLORS

The Mayor called each Councillor to the lectern to make and sign the declaration in the following order:

Cr Margaret Murray-Benge; and

Cr Coxhead.

The making, attesting and signing of the declarations required of Councillors and Ōmokoroa-Kaimai Community Board members was witnessed by Mayor Denyer, and followed by inaugural speeches.

10.3 PROPOSAL FROM LESSEE TO INCLUDE CAFÉ OPERATIONS WITHIN LEASE AGREEMENT AT BOWENTOWN BEACH HOLIDAY PARK

Council considered a report dated 25 November 2025 from the Operations Manager. The General Manager Infrastructure Services provided an overview of the report and the recommendations therein.

Shawn Gardner (Intermediate Planner – enspire) and Mike Crosby (Applicant) were in attendance to support staff in responding to any relevant pātai.

RESOLUTION CO25-2.2

Moved: Cr R Joyce

Seconded: Cr A Sole

1. That the Operation's Manager's report dated 25 November 2025 titled 'Proposal from Lessee to include café operations within lease agreement at Bowentown Beach Holiday Park' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves in principle to enter into a variation to Bowentown Holidays Limited lease to include café operations subject to section 54 (1)(d) of the Reserves Act 1977.
4. If approval in principle is given, such approval must not be construed by the applicant as a guarantee that all other consents required by any policy, by-law, regulation or statute will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.

Unconfirmed

5. If approval in principle is given, that staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977.

CARRIED

10.4 ANNUAL REPORT 2024-2025

Council considered a report dated 25 November 2025 from the Chief Financial Officer.

The Acting General Manager Corporate Services was in attendance to support the Chief Financial Officer in speaking to **PowerPoint Presentation 1**, which outlined the following topics:

- Annual Report Summary;
- Annual Report – Significant changes since 4 September draft;
- Change to Annual Report – Note 6 Subsidies and Grants (Page 112);
- Annual Report – Audit;
- Questions; and
- Recommendation.

Staff responded to pātai as follows:

- The 'Actuals' for Subsidies and Grants were lower than what was budgeted, due to timing of completion of capital projects being different than what was forecasted.
- The National Infrastructure Funding was previously known as the Crown Infrastructure Partners. Staff would need to come back to Councillors in relation to whether or not the Prole Road project was funded from this source.
- The Heron Crescent subsidy was received at different milestones throughout the project, with $4.6 million from Better off Funding, and $6.5 million from the Ministry of Housing and Urban Development.
- The rationale for maintenance being above the budget by $4.2 million was mainly due to street berms and trees expenditure being higher than budgeted.
- Rates remission was in line with what Council had budgeted for.
- In relation to 'Support Services' the $4.8 million represented the impact of Council's internal loans on treasury.
- Staff were happy to provide the Support Services financial performance reporting through the Council and Audit, Risk and Finance Committee reporting.
- In relation to the 'Transportation Maintenance Costs' it was clarified that the 2024 cost was a lot lower than 2025, as what was delivered in 2024 was not what was required for the network.

Anton Labuschagne (Associate Audit Director) and Mariska Koekemoer (Audit Manager) were in attendance on behalf of Audit New Zealand. It was noted that the Audit Opinion from Audit New Zealand had been provided as **Tabled Item 1**, and the

Unconfirmed

Letter of Representation from Council to Audit New Zealand had been provided as **Tabled Item 2**.

Audit New Zealand responded to pātai as follows:

- Throughout the process, Audit New Zealand had met with the Mayor and Council's Audit, Risk and Finance Independent Member and Chairperson.

Audit New Zealand was presented with a signed copy of the Letter of Representation.

The following tākupu were made by Councillors:

- There was discomfort around the wording on page 93 of the Annual Report 2024-2025 in relation to the narrative provided in relation to the Maketu Cemetery. It was proposed that it be amended to say 'The Maketu Cemetery Extension was delayed and redesigned due to an array of issues.'

RESOLUTION CO25-2.3

Moved: Cr R Joyce

Seconded: Cr T Coxhead

1. That the Chief Financial Officer's report dated 25 November 2025 titled 'Annual Report 2024-2025' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That the Annual Report 2024-2025 (**Attachment 1**) for the year ended 30 June 2025 be received, and that Council notes the table of significant amendments (**Attachment 2**) that outlines the changes made to the Unaudited Draft Annual Report originally included as Attachment 1 of report 10.1 on the Council agenda for 04 September 2025.
4. That Council receives the Audit Opinion from Audit New Zealand for Western Bay of Plenty District Council's financial statements and performance information for the year ended 30 June 2025 (**Tabled Item 1**).
5. That, pursuant to sections 98 and 99 of the Local Government Act 2002, Council adopts Western Bay of Plenty District Council's audited Annual Report 2024-2025 (**Attachment 1**).
6. That the Chief Executive Officer be delegated authority to make such minor editorial changes to the Annual Report 2024-2025 as may be required prior to printing, including the wording change on page 93 in regard to the narrative provided in relation to the Maketu Cemetery, to say; 'The Maketu Cemetery Extension was delayed and redesigned due to an array of issues'.

CARRIED

Unconfirmed

10.26am The hui adjourned.

10.49am The hui reconvened.

10.5 MONTHLY FINANCIAL REPORT - 30 SEPTEMBER 2025

Council considered a report dated 25 November 2025 from the Chief Financial Officer, who, supported by the Acting General Manager Corporate Services, provided an overview of the report and the recommendations therein.

It was noted that Attachment 1 being Financial Report for 2026 Financial Year, had been updated and provided as **Tabled Item 3**.

Staff responded to pātai as follows:

- With the next iteration of the monthly financial report, staff were aiming to provide analysis and discussion on where they expected to end up at the end of the year.
- Through the Projects and Monitoring Committee, Councillors would receive HR updates regarding FTE + Temp 2 numbers, to enable them to track headcount within the organisation.
- Council's Treasury Policy required Council to have lending across differently aged buckets to protect Council from the risk of not being able to refinance. The red marks noted on Page 14 of Tabled Item 3 indicated that Council was non-compliant with the policy in relation to Interest Rate Risk Limits. Councillors were assured that this was intentional to try and maximise Council's interest rate opportunities.
- Staff would follow up on Page 12 in relation to the commentary provided in regard to the Katikati Arts Junction Project.
- The Local Government Funding Agency (LGFA) and the banks that Council did interest rate swaps with had agreed that the loans and debt that were associated with Local Waters Done Well could be novated over to the new entity.

RESOLUTION CO25-2.4

Moved: Cr T Coxhead

Seconded: Cr G Elvin

That the Chief Financial Officer's report dated 25 November 2025 titled 'Monthly Financial Report - 30 September 2025' be received.

CARRIED

Unconfirmed

10.6 WAIHĪ BEACH LIFE GUARD SERVICES INCORPORATED - REQUEST FOR EXTENSION OF TENURE OF LAND LEASE SITE ON WAIHĪ BEACH SURF CLUB RESERVE UNTIL 2071

Council considered a report dated 25 November 2025 from the Reserves and Facilities Manager, who provided an overview of the report and recommendations therein.

Staff responded to pātai as follows:

- Staff clarified that the point of difference for the Waihī Beach Lifeguard Services was that the area was subdivided in 2007 for lease purposes. This was important as it allowed them to go beyond the 35 year lease period under the Resource Management Act 1991 (RMA).
- In regard to setting precedent for extended lease agreements, it was noted that it was not uncommon for Local Government to set aside long term leases where they saw benefit for the community.
- Years ago, when the initial Resource Consent was granted, there was a Council resolution that accepted all risk in regard to the removal of the building should coastal erosion occur.
- The lease extension was part of the Waihī Beach Lifeguard Services investment in making themselves resilient to flooding, noting that they had now received insurance money from the 29 May 2023 floods that they were affected by.
- Staff had worked with Waihī Beach Lifeguard Services to enable them in establishing the best dune system in front of their building to help prevent inundation from the sea.
- The flooding referred to in Attachment 1 of the report was in relation to an upper freshwater catchment. In the past Council had invested in sand pillows at the end of One Mile to direct any flooding further out, so that it did not cut through the dunes.
- Due to being a large landowner, Councils had a higher tolerance for land based risk.

RESOLUTION CO25-2.5

Moved: Cr A Sole

Seconded: Mayor J Denyer

1. That the Reserves and Facilities Manager's report dated 25 November 2025 titled 'Waihī Beach Life Guard Services Incorporated - Request for extension of tenure of land lease Site on Waihī Beach Surf Club Reserve until 2071' be received.

2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.

3. That Council, in its capacity as administrating body of the reserve, grants the Waihī Beach Life Guard Services Incorporated the right to extend their current lease tenure by a further 30 years (10+10+10) from 2041 for 2410m² of land, more or less,

Unconfirmed

shown on plan DP 307155 to allow for Waihī Beach Life Guard Services Incorporated facility to remain situated at 2 Beach Road, Waihī Beach.

CARRIED

10.7 PROPOSAL TO EXTEND LEASE AREA - TE PUKE COMMUNITY MENZ SHED TRUST AT TE PUKE DOMAIN

Council considered a report dated 25 November 2025 from the Reserves and Facilities Manager, who provided an overview of the report and recommendations therein.

RESOLUTION CO25-2.6

Moved: Cr L Rae

Seconded: Cr T Coxhead

1. That the Reserves and Facilities Managers report dated 25 November 2025 and titled 'Proposal to Extend Lease Area - Te Puke Community Menz Shed Trust at Te Puke Domain' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council, acting as administrating body (leasing authority) of the reserve under the Reserves Act 1977, approves granting an extension of approximately 45m² to the current lease area of 174m² for Te Puke Community Menz Shed Trust over Part Section 1 SO 51580, being part of Te Puke Domain, Te Puke;
4. If approval is given, such approval must not be construed by the applicant as a guarantee that all other consents required by any policy, by-law, regulation, or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.

CARRIED

10.8 LAND EXCHANGE - 340 ŌMOKOROA ROAD WITH PART OF KAIMAI VIEWS RESERVE, ŌMOKOROA

Council considered a report dated 25 November 2025 from the Reserves and Facilities Manager, who provided an overview of the report and the recommendations therein. It was clarified that no formal agreement or negotiation of values were put in place at this point in time. The first step was for Council to approve in principle before undertaking community consultation, following which a final decision would come back to Council for consideration.

Unconfirmed

Roger Foxley, Senior Planner (Momentum Planning & Design), was in attendance to represent the applicant and help staff respond to any relevant pātai.

Presenters responded to pātai as follows:

- It was clarified that the Community Board would be included in the public consultation process.

RESOLUTION CO25-2.7

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr G Dally

1. That the Reserves and Facilities Manager's report dated 25 November 2025 titled 'Land Exchange - 340 Ōmokoroa Road with part of Kaimai Views Reserve, Ōmokoroa' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That pursuant to s.15 of the Reserves Act 1977 Council resolves in principle to exchange reserve land for other adjoining land and hereby instructs staff to carry out public notification of the proposed boundary exchange generally as per the attached plan between 340 Ōmokoroa Road being Section 1 SO 503077 owned by WFT Property Two Limited and Lot 253 DP 538477 being part of Kaimai Views Reserve, Ōmokoroa, as required by s.119 of the Reserves Act 1977.
4. That Council, in its capacity as administrating body of the reserve, resolves that Lot 253 Deposited Plan 538477 is classified in accordance with the Reserves Act 1977, s16 (2A) and classified as "Recreation Reserve" in accordance with the Reserves Act 1977, s23.

CARRIED

10.9 RIGHT TO DRAIN WATER AND OVERLAND WATER EASEMENT OVER MANGAWHAI ESTUARY ESPLANADE RESERVE IN FAVOUR OF COUNCIL (IN GROSS) AND LOTS 210,211,216,217,221 DP 614264

Council considered a report dated 25 November 2025 from the Reserves and Facilities Manager, who provided an overview of the report and recommendations therein.

Staff responded to pātai as follows:

- In relation to discharge into Tauranga Harbour, it was clarified that the main stormwater catchment from the houses, developments and roads went into a

Unconfirmed

stormwater pond, where it received treatments and settlement before trickling through to the harbour.

- The volume of stormwater generated from roofs could not be held on the land, so needed to be treated in the stormwater pond before overflowing to the harbour, noting that the water would find its way to the harbour eventually.
- Pirirākau had been heavily involved in this particular issue.
- Part of the work being undertaken through the Local Waters Done Well transition process was understanding what the easement process costs would be and where they would lie. The complications around stormwater meant that each asset would need to be dealt with on a case by case basis.
- The easement instrument would allow for water to pass either overland or piped, however the mattress design implied it was for overland. Any changes to the design would need to go through the Resource Consent process rather than the easement.
- Stormwater calculations had been undertaken in relation to this request, noting that all requirements were met and some additional capacity was allowed for should neighbouring land have the same requirements.

RESOLUTION CO25-2.8

Moved: Mayor J Denyer

Seconded: Deputy Mayor M Murray-Benge

1. That the Reserves and Facilities Manager's report dated 25 November 2025 titled 'Right to Drain Water and Overland Water Easement over Mangawhai Estuary Esplanade Reserve in favour of Council (in Gross) and Lots 210,211,216,217,221 DP 614264' be received.

2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.

3. That, pursuant to the authority delegated by the Minister of Conservation to Western Bay of Plenty District Council, and the provisions of Section 48 of the Reserves Act 1977, Council hereby consents to the creation of the easements shown on the attached plan (**Attachment 1**) to allow:

4. Council to drain water and drain water (overland) over Lot 5 DPS 29893 (easement 'S'); and Lots 210,211,216,217,221 DP 614264 drain water over Lot 3 DPS 65152 (easement 'Q').

5. That Council, in its capacity as administrating body of the reserve, resolves that Lots 5 DPS 29893 and 3 DPS 65152 are classified in accordance with the Reserves Act 1977, s16 (2A) and classified as "Local Purpose (Esplanade) Reserve" in accordance with the Reserves Act 1977, s23.

CARRIED

Unconfirmed

10.10 EXERCISE OF DELEGATION BY INTERIM CHIEF EXECUTIVE OFFICER DURING THE INTERREGNUM PERIOD 2025

Council considered a report dated 25 November 2025 from the Governance Manager. The Interim Chief Executive provided a brief overview of the report and the recommendations therein.

RESOLUTION CO25-2.9

Moved: Cr G Elvin

Seconded: Cr T Coxhead

1. That the Governance Manager's report dated 25 November 2025 titled 'Exercise of Delegation by the Interim Chief Executive Officer during the Interregnum Period 2025' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council notes that, pursuant to the delegations to the Interim Chief Executive Officer during the interregnum period, the following actions were taken:
    - Approval of remission of accumulated rates penalties on several properties;
    - Approval of a minor amendment to the Rates Remission for Contiguous Land Policy to ensure legal compliance;
    - Approval of an agreement to resolve a dispute over payment of Financial Contributions (FINCOs);
    - Appointment of independent hearings commissioners to cover any hearings that were required;
    - Staff delegations under resource management legislation.

CARRIED

10.11 COUNCIL GOVERNANCE STRUCTURE, ESTABLISHMENT OF COMMITTEES AND APPOINTMENT OF CHAIRS AND DEPUTY CHAIRS FOR THE 2025-2028 TRIENNIUM

Council considered a report dated 25 November 2025 from the Governance Manager. The Mayor provided clarification on the below points:

- The Regional Deals Governance Group was an Advisory Group rather than a Joint Committee; and
- The Katikati Chairperson and Deputy Chairperson would be appointed to Te Ohu Waiora alongside Councillor Joyce.

Unconfirmed

RESOLUTION CO25-2.9

Moved: Deputy Mayor M Murray-Benge

Seconded: Mayor J Denyer

1. That the Governance Manager's report dated 25 November 2025, titled 'Council Governance structure, establishment of Committees and appointment of Chairs and Deputy Chairs for the 2025-2028 triennium', be received.
2. That Council notes that His Worship the Mayor has exercised his powers under s41A of the Local Government Act 2002 to establish committees of Western Bay of Plenty District Council, and to appoint Chairs and Deputy Chairs to those committees.
3. That Council acknowledges the establishment and membership of committees and appointments made as outlined in the following table:

Committee membership and other appointments

Committees of Council

Committee	Chair/Deputy Chair	Members
Audit, Risk and Finance	Chair: Councillor Coxhead Deputy: Councillor Joyce	Committee of the Whole (all councillors) One independent member
Projects and Monitoring	Chair: Councillor Sole Deputy: Councillor Rae	Committee of the Whole (all councillors)
Chief Executive Employment Subcommittee	Chair: Mayor Denyer Deputy: Deputy Mayor Murray-Benge	Councillor Coxhead Councillor Elvin
District Plan and Regulatory Hearings	Chair: Deputy Mayor Murray-Benge Deputy: Councillor Dally	Mayor Denyer Councillor Dinsdale
District Licensing		Independent commissioners

Council and Tangata Whenua

Forum	Council Members
Te Ihu o Te Waka o Te Arawa	Mayor Denyer Councillor Dally Councillor Rae

Unconfirmed

	Councillor Beech Councillor Dinsdale
Te Kāhui Mana Whenua o Tauranga Moana	Mayor Denyer Deputy Mayor Murray-Benge Councillor Joyce Councillor Sole Councillor Coxhead Councillor Elvin Councillor Dinsdale

Joint Committees

Committee	Members	Alternates
SmartGrowth Leadership Group	Mayor Denyer Deputy Mayor Murray-Benge Councillor Dally	Councillor Elvin
Bay of Plenty Civil Defence Emergency Management Group	Mayor Denyer	Councillor Beech
Bay of Plenty Mayoral Forum	Mayor Denyer	
Regional Transport	Mayor Denyer	Councillor Dally
Public Transport	*Committee still to be confirmed*	
Tauranga and Western Bay of Plenty Transport	*Committee still to be confirmed*	

Joint Advisory Groups and Working Parties

Group	Members	Alternates
Regional Deals Governance Group	Mayor Denyer	Deputy Mayor Murray-Benge
Kaituna Catchment Control	Councillor Beech	Councillor Dally
Te Maru o Kaituna	Councillor Dinsdale	Councillor Rae

Unconfirmed

Waiāri Kaitiaki Advisory Group	Councillor Rae Councillor Dinsdale	Councillor Beech
Te Ohu Parawai o te Waiāri	Councillor Dally Councillor Rae	
Tauranga Moana Advisory Group	Councillor Joyce Councillor Dinsdale	Councillor Sole
Te Ohu Waiora	Councillor Joyce Katikati Community Board Chairperson Sayer Katikati Community Board Deputy Chairperson Henry	

Other appointments

Group	Members	Alternates
CCO Appointment Panel	Deputy Mayor Murray-Benge	Councillor Elvin
Creative Communities Panel	Councillor Coxhead Councillor Dinsdale	
CCTV Working Party	Deputy Mayor Murray-Benge Councillor Joyce Councillor Beech	

1. That Council adopts the proposed Council and Committee Terms of Reference (**Attachment 1 and Tabled Item 4**), noting that the committees can review and identify any required amendments to Terms of Reference and submit any proposed amendments to the Council for consideration.

2. That Council agrees that the most recent 2022-25 Terms of Reference for joint committees and working groups be adopted as the initial Terms of Reference for the 2025 term, with updated membership, pending any revised Terms of Reference.

3. That Council approves the continuation of the existing Terms of Reference for Community Boards (**Attachment 2**), while noting that these Terms of Reference are currently under review with amended Terms of Reference expected to be brought back to Council for consideration in the new year.

CARRIED

Unconfirmed

10.12 COUNCILLOR REMUNERATION FOR THE 2025-2028 TRIENNIUM

Council considered a report dated 25 November 2025 from the Governance Manager. The Mayor provided an overview of the report and the recommendations therein.

The Mayor responded to pātai as follows:

- The rationale for the increase was due to Renumeration Authority increasing the pool size, and the reduction of Councillors this triennium.

RESOLUTION CO25-2.12

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr G Dally

1. That the Governance Manager's report dated 25 November 2025, titled 'Councillor Remuneration for the 2025-2028 Triennium", be received.
2. That Council approves for submission to the Remuneration Authority the following remuneration allocation for the 2025-2028 Triennium:

    - The Deputy Mayor receives remuneration of $100,000.
    - The Chairpersons of the two standing Committees of the Whole receive remuneration of $85,000.
    - The balance of the remuneration pool be evenly split among the remaining six Councillors with each receiving $76,232.50.

3. That Council notes that councillors may also claim allowances as applicable in accordance with the Local Government Elected Members (2025/26) Determination 2025 and amendments.

CARRIED

10.13 MAYOR'S REPORT TO COUNCIL

Council considered a report dated 25 November 2025 from the Mayor, who responded to pātai as follows:

- The Code of Conduct (COC) Stakeholder Group meeting was to work through a number of issues and refine the proposal that would go out for consultation. The latest information that was discussed indicated that members of the public could not take up a Code of Conduct complaint. It was noted that the Local Government Commission was running these sessions.

Unconfirmed

- Mayor School was an opportunity for all Mayors around the country to come together and not only meet each other but also learn more about Mayoral responsibilities and attributes.
- The meeting with Tapuika representatives regarding Te Puke Wastewater issues was in relation to finding a resolution to the discharge of the Waiāri. It was noted that the process taken with Te Ohu Waiora was posed as an example of how an outcome could also be sought on the eastern side of the district.
- It was noted that a draft version of the COC would be circulated to Councillors once received by the Mayor.
- It was believed that the Code of Conduct would be mandated.
- In relation to Regional Deals, it was clarified that the timeframe was being dictated by Central Government, noting that all Councillors would receive an update on Friday 28 November 2025. A paper in relation to Regional Deals would be coming to Council on 16 December, however it would likely be in public excluded due to the nature of the information to be included.

RESOLUTION CO25-2.13

Moved: Mayor J Denyer

Seconded: Cr A Sole

That the Mayor's report dated 25 November 2025 titled 'Mayor's Report to Council', be received.

CARRIED

11 INFORMATION FOR RECEIPT - KŌRERO TE WHIWHIA

Nil

12 RESOLUTION TO EXCLUDE THE PUBLIC - WHAKATAU KI TE PORO I TE MAREA

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION CO25-2.14

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr R Joyce

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:

Unconfirmed

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Tourism Bay of Plenty - Appointment of Trustees	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.2 - Pongakawa Water Treatment Tender Award Memo	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)(i) - 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

NOTE: Resolutions CO25-2.14-CO25-2.17 were dealt with in the confidential minutes.

RESOLUTION CO25-2.18

Moved: Mayor J Denyer

Seconded: Cr T Coxhead

That Council moves out of Closed Council into Open Council.

CARRIED

Unconfirmed

RESOLUTIONS TRANSFERRED INTO OPEN SECTION

12.1 TOURISM BAY OF PLENTY - APPOINTMENT OF TRUSTEES

RESOLUTION CO25-2.19

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr R Joyce

1. That the Community and Strategic Relationship Manager's report dated 25 November 2025 be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves the extension of tenure of:
    a. Russ Browne, Chair to the Tourism Bay of Plenty Board for a further two months, for his tenure to now end on 30 June 2026 (from 30 April 2026).
    b. Janine Tulloch, Deputy Chair to the Tourism Bay of Plenty Board for a further two months, for her tenure to now end on 30 June 2026 (from 30 April 2026)
    c. Andrea Webster, Trustee to the Tourism Bay of Plenty Board for a further seven months, to now end on 30 June 2026.
4. Notes that joint shareholder Tauranga City Council considered these recommendations at its Council meeting on 18 November 2025.
5. That the **recommendations** be transferred into the Open section of the meeting once the trustees have been notified.

CARRIED

The Meeting closed at 1.12pm.

Confirmed as a true and correct record at the Council meeting held 26 February 2026.

.....

Mayor J Denyer

CHAIRPERSON / MAYOR

Unconfirmed

9.2 MINUTES OF THE COUNCIL MEETING HELD ON 16 DECEMBER 2025

File Number: A7121909

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Robyn Garrett, Governance Manager

RECOMMENDATION

1. That the Minutes of the Council Meeting held on 16 December 2025 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

ATTACHMENTS

1. **Minutes of the Council Meeting held on 16 December 2025**

MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
COUNCIL NO. CO25-3
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 16 DECEMBER 2025 AT 9.30AM

1 KARAKIA

Whakatau mai te wairua Whakawātea mai te hinengaro Whakarite mai te tinana	Settle the spirit Clear the mind Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT - NGĀ MEMA KEI KONEI

Mayor J Denyer, Cr G Dally, Deputy Mayor M Murray-Benge, Cr R Joyce, Cr D Dinsdale, Cr L Rae, Cr A Sole, Cr S Beech and Cr G Elvin

VIA ZOOM

Cr T Coxhead

3 IN ATTENDANCE - I TAE AKE

M Taris (Interim Chief Executive), A Curtis (General Manager Regulatory Services), B Singh (General Manager Infrastructure Services), E Watton (Acting General Manager Strategy and Community), M Potton (Acting General Manager Corporate Services), J Fearn (Chief Financial Officer), J Rickard (Community and Strategic Relationships Manager), A Price (Principal Planner), C McLean (Director Transportation), A Badenhorst (Infrastructure Growth and Delivery Manager), A King (Programme Manager – Water Organisation Establishment), A Henderson (Programme Director - Water Organisation Establishment), K Little (Operations Manager), P Watson (Reserves and Facilities Manager), R Garrett (Governance Manager), T Miller (Strategic Advisor Resource Management), L Balvert (Communications Manager), B Chambers (Arts and Culture Programme Lead), D Barnard (Network Operations and Maintenance Manager), E Wentzel (Chief Engineer), H Wi Repa (Governance Systems Advisor) and P Osborne (Senior Governance Advisor).

OTHERS IN ATTENDANCE

BOPLASS

Stephen Boyle (Chief Executive Officer)

Unconfirmed

Tourism Bay of Plenty (TBOP)

Oscar Nathan (General Manager)

Richard Faire (Head of Strategy & Insights)

Russ Browne (Trustee – Chair)

Ōmokoroa – Kaimai Community Board

Member Chris Dever (Chairperson)

Member Murray Marshall

4 APOLOGIES – NGĀ WHAKAPAHĀ

APOLOGY

RESOLUTION CO25-3.1

Moved: Cr S Beech

Seconded: Deputy Mayor M Murray-Benge

That the apologies for lateness from Cr Coxhead and Cr Joyce be accepted.

CARRIED

9.32am Cr Joyce entered the hui.

5 CONSIDERATION OF LATE ITEMS - NGĀ TAKE TŌMURI

Nil

6 DECLARATIONS OF INTEREST – NGĀ TUKITUKINGA

Nil

7 PUBLIC EXCLUDED ITEMS - NGĀ TAKE TAPU

Nil

8 PUBLIC FORUM - WĀHANGA TŪMATANUI

8.1 ALISON BADGER - LIZARD ROCK - ŌMOKOROA

Ms Badger was in attendance to speak on behalf of Ōmokoroa Public Arts Incorporated in relation to the replacement of the Ōmokoroa Rock that stood at the entrance of Ōmokoroa prior to the urbanisation project. She noted that Councillors had already

Unconfirmed

been provided with a written copy of her concerns, therefore she read a letter of support from the Environmental Coordinator for Whakamārama and Ōmokoroa.

8.2 BRIAN LEACH - MOWING IN TE PUKE

Mr Leach, Te Puke resident, was in attendance to speak to Council regarding the Levels of Service for mowing in the Te Puke area, specifically the need to provide for 12 mows annually. He also requested that Council consider a footpath from the end of No.1 Road to the town boundary due to health and safety concerns.

9 COUNCIL - COMMITTEE MINUTES FOR CONFIRMATION - TE WHAKATAU I NGĀ MENETI Ā TE KAUNIHERA, Ā TE KOMITI

9.1 MINUTES OF THE COUNCIL MEETING HELD ON 14 NOVEMBER 2025

RESOLUTION CO25-3.2

Moved: Mayor J Denyer

Seconded: Cr D Dinsdale

1. That the Minutes of the Council Meeting held on 14 November 2025 be confirmed as a true and correct record and the recommendations therein be adopted, with the following amendment:
   - Removal of Deputy Mayor Margaret Murray-Benge from the 'Present' list.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

10 REPORTS - NGĀ PŪRONGO

10.1 BAY OF PLENTY LOCAL AUTHORITY SHARED SERVICES LIMITED (BOPLASS) ANNUAL REPORT 30 JUNE 2025

Council considered a report dated 16 December 2025 from the Financial Analyst.

Stephen Boyle, BOPLASS Chief Executive Officer, was in attendance to provide an overview of the BOPLASS Annual Report through PowerPoint Presentation 1 and responded to pātai as required.

Unconfirmed

RESOLUTION CO25-3.3

Moved: Cr D Dinsdale

Seconded: Cr A Sole

1. That the Financial Analyst's report dated 16 December 2025 titled 'Bay of Plenty Local Authority Shared Services Limited (BOPLASS) Annual Report 30 June 2025' be received.
2. That Council receives Bay of Plenty Local Authority Shared Services Limited's (BOPLASS) Annual Report for the year ended 30 June 2025, included as **Attachment 1** of this report, to be published on Council's website.

CARRIED

10.2 TOURISM BAY OF PLENTY ANNUAL REPORT 2025

Council considered a report dated 16 December 2025 from the Community and Strategic Relationships Manager.

Oscar Nathan, General Manager, Richard Faire, Head of Strategy & Insights, and Russ Browne, Trustee – Chair, were in attendance to provide an overview of the Tourism Bay of Plenty Annual Report. They spoke to PowerPoint Presentation 2 and responded to pātai as required.

RESOLUTION CO25-3.4

Moved: Cr G Elvin

Seconded: Deputy Mayor M Murray-Benge

1. That the Community and Strategic Relationships Manager's report dated 16 December 2025 titled 'Tourism Bay of Plenty Annual Report 2025' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council receives the Tourism Bay of Plenty Annual Report 2024-2025, included as **Attachment 1** to this report, to be published on Council's website.

CARRIED

Unconfirmed

CHANGE TO ORDER OF BUSINESS

The Mayor requested that the next item of business be item 10.5 'Financial Contribution Waiver for one additional dwelling on Māori Land – 9 Waipa Road, Te Puna', in order to release external attendees from the hui.

RESOLUTION CO25-3.5

Moved: Cr R Joyce

Seconded: Deputy Mayor M Murray-Benge

That in accordance with Standing Order 9.4 the order of business be changed and that item 10.5 be dealt with as the next item of business.

CARRIED

10.3 FINANCIAL CONTRIBUTION WAIVER FOR ONE ADDITIONAL DWELLING ON MĀORI LAND - 9 WAIPA ROAD, TE PUNA

Council considered a report dated 16 December 2025 from the Principal Planner. The General Manager Regulatory Services provided some background on the Financial Contributions (FinCos) Policy. The Principal Planner took the report as read, noting the below point:

- The applicants came to Council in 2024 prior to making their application for resource consent.
- They were provided with advice from staff that the waiver would apply for the one dwelling that they were seeking.
- There was an opportunity for the wording in the policy to be reviewed through the next Annual Plan to ensure clarity in the future.

The applicants Kerewai and Dwayne Hammond were in attendance to speak to their application, providing an overview of the advice provided by staff to date.

The Strategic Kaupapa Māori Manager provided the below context to the advice that staff provided:

- At present the policy provided for a waiver of nine FinCos for a payment of one.
- When staff went through the process of putting together the policy, it was noted that the ideal situation was that there would be a papakāinga development that provided for ten houses straightaway, allowing the policy to be implemented perfectly.

Unconfirmed

- It was clarified that it was never the intention for this to be the only situation where the waiver applied, due to acknowledging that not all papakāinga development happened perfectly with ten houses immediately.
- The policy wording would need to be reviewed in order to avoid any future confusion or constraints for applicants.

RESOLUTION CO25-3.6

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr D Dinsdale

1. That the Principal Planner's report dated 16 December 2025 titled 'Financial Contribution Waiver for one additional dwelling on Māori Land – 9 Waipa Road, Te Puna', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves:
4. Option A for a waiver of financial contributions for one additional dwelling on Māori land for Resource Consent Application at 9 Waipa Road (RC14852L).
5. That Council, in accordance with s80 of the Local Government Act 2002, identifies that this decision is inconsistent with Council's adopted 2025/2026 Fees and Charges FINCO Reduction Policy as currently worded as this decision applies to a single dwelling; and notes that the reason for this inconsistency is to provide an equitable outcome for the applicant and that the provisions around financial contribution waivers in Council's Fees and Charges Schedule will be reviewed.

Carried

11.14am The hui adjourned.

11.30am The hui reconvened.

10.4 WAIKATO LOCAL AUTHORITY SHARED SERVICES LTD (CO-LAB) ANNUAL REPORT 2024-2025

Council considered a report dated 16 December 2025 from the Financial Analyst. The Acting General Manager Corporate Services took the report as read and responded to pātai as required.

Unconfirmed

RESOLUTION CO25-3.7

Moved: Cr A Sole

Seconded: Cr G Elvin

1. That the Financial Analyst's report dated 16 December 2025 titled 'Waikato Local Authority Shared Services Ltd (Co-Lab) Annual Report 2024-2025' be received.
2. That Council receives the Waikato Local Authority Shared Services Ltd (Co-Lab) Annual Report 2024-2025, included as **Attachment 1** to this report, to be published on Council's website.

CARRIED

10.5 NEW ZEALAND LOCAL GOVERNMENT FUNDING AGENCY LIMITED ANNUAL REPORT 2024-2025

Council considered a report dated 16 December 2025 from the Financial Analyst. The Acting General Manager Corporate Services took the report as read and responded to pātai as required.

RESOLUTION CO25-3.8

Moved: Mayor J Denyer

Seconded: Cr R Joyce

1. That the Financial Analyst's report dated 16 December 2025 titled 'New Zealand Local Government Funding Agency Limited Annual Report 2024-2025' be received.
2. That Council receives the New Zealand Local Government Funding Agency Limited Annual Report 2024-2025, included as **Attachment 1** of this report, to be published on Council's website.

CARRIED

10.6 DISTRICT WIDE ROADSIDE MOWING

Council considered a report dated 16 December 2025 from the Director Transportation, who was supported by the General Manager Infrastructure Services in providing an overview of the report and recommendations therein. They responded to pātai as required, and clarified the below points:

Unconfirmed

- The information requested by the Councillors in the workshop, which related to what implications there would be for other projects due to increasing the mowing budget, was not provided through the report.
- The rationale for this was that Council had received additional funding from NZTA Waka Kotahi on Friday 12 December 2025. Staff were still working through what this meant for Council in terms of projects. For this reason staff would aim to bring an Issues and Options paper to Council at their workshop on the Annual Plan scheduled 17 December 2025.
- The money received from Waka Kotahi NZTA could not be used on environmental maintenance (which included mowing).
- This topic was complicated, as there were a number of factors that contributed to the drop in levels of service for mowing. The reduced funding that came through from Waka Kotahi NZTA played a part, as well as implications from the previous contract and the decisions made in trying to manage that contract.

12.07pm Cr Coxhead entered the meeting via Zoom.

RESOLUTION CO25-3.9

Moved: Cr R Joyce

Seconded: Cr A Sole

1. That the Director Transportation's report dated 16 December 2025 titled 'District wide roadside mowing' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That Council approves the levels of service for roadside mowing for the remainder of 2025/26, as detailed below, noting that this is an increased level of service compared to the last six months.

Classification		Proposed LoS (Option A)	
Urban/Rural	ONRC	Freq	Total Cost
Urban	Arterial	12	$ 431,069
	Primary Collector	12	$ 94,373
	Secondary Collector	12	$ 130,935
	Access	8	$ 420,893
	Low Volume	8	$ 61,709
Urban Total			**$ 1,138,979**
Rural	Arterial	5	$ 17,873
	Primary & Secondary Collecto	4	$ 365,797
	Access & Low Volume	1	$ 94,752
Rural Total			**$ 478,422**
TOTAL			**$ 1,617,401**

Unconfirmed

*Annualised frequencies.

CARRIED

10.7 ŌMOKOROA USE/RE-LOCATION OF 'THE ROCK'

Council considered a report dated 16 December 2025 from the Infrastructure Growth and Delivery Manager, who was supported by the General Manager Infrastructure Services, in providing an overview of the report, recommendations therein, and responding to pātai as required.

RESOLUTION CO25-3.10

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr T Coxhead

1. That the Infrastructure Growth and Delivery Manager's report dated 16 December 2025 titled 'Ōmokoroa use/re-location of 'The Rock'', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council receives the Safe System Assessment (**Attachment 1** of this report) report and endorses its findings that neither the SH2/Ōmokoroa Road Roundabout or the Industrial Road Roundabout are practicable re-location options.
4. That Council delegates to Officers and the Ōmokoroa-Kaimai Community Board to work with key stakeholders, including the Ōmokoroa Public Art Inc, the community and iwi, to determine the preferred final location of "The Rock".
5. That Council notes that any approved relocation costs will be met by the State Highway 2 Roundabout Project Team.

CARRIED

10.8 WATER ORGANISATION ESTABLISHMENT UPDATE

Council considered a report dated 16 December 2025 from the Programme Manager – Water Organisation Establishment. The Programme Director provided an overview of the report and recommendations therein.

The Programme Director provided the following amendments to Attachment 2, being the Joint Terms of Reference:

Unconfirmed

Background

1.1 Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOP) are working towards the establishment of a joint Water Organisation (WO) under the Local Government (Water Services) Act 2025 (Project); and

Joint Governance Group Purpose and Decision Making

2.2 Recommendations will be made on the following basis.

It was noted that recommendation 3a was approved by the working group, and Tauranga City Council.

The Programme Director clarified that Council would be brought on the journey, as the joint working group would only be making recommendations to the Councils, which would then be asked to make a final decision.

RESOLUTION CO25-3.11

Moved: Cr R Joyce

Seconded: Cr D Dinsdale

1. That the Programme Manager – Water Organisation Establishment's report dated 16 December 2025 titled 'Water Organisation Establishment Update' be received.
2. That the recommendations are considered to be of low significance in terms of Council's Significance and Engagement Policy.

CARRIED

RESOLUTION CO25-3.12

Moved: Mayor J Denyer

Seconded: Cr R Joyce

3. That Council:
    a. Agrees to the appointment of a Water Organisation Establishment Chief Executive Officer, with recruitment to commence now, so that a recommendation can be made subject to Council's final decision to proceed with the Water Organisation on 2nd April 2026 (with a likely start date circa 1 July 2026).

A Division was called and recorded as follows:

For: Cr Dinsdale, Cr Elvin, Cr Dally, Cr Joyce and Mayor Denyer

Unconfirmed

Against: Cr Rae, Cr Coxhead, Cr Murray-Benge, Cr Beech and Cr Sole

The Mayor exercised his right for a casting vote and voted for the motion. The motion was declared carried.

CARRIED

RESOLUTION CO25-3.13

Moved: Cr R Joyce

Seconded: Cr D Dinsdale

4. That Council endorses the appointment of the following Tangata Whenua representatives to the Joint Working Group:

- Kylie Smallman
- Hakopa Tapiata
- Shadrach Rolleston
- Rohario Murray
- Kiritapu Allan
- Roana Bennett

A Division was called and recorded as follows:

For: Cr Dinsdale, Cr Elvin, Cr Dally, Cr Joyce and Mayor Denyer

Against: Cr Rae, Cr Coxhead, Cr Murray-Benge, Cr Beech and Cr Sole

The Mayor exercised his right for a casting vote and voted for the motion. The motion was declared carried.

CARRIED

RESOLUTION CO25-3.14

Moved: Cr D Dinsdale

Seconded: Cr R Joyce

5. That Council approves the variation to the Commitment Agreement to reflect the establishment of the Joint Working Group and delegates authority to make minor changes to the Programme Director - Water Organisation Establishment: (see **Attachment 1**).

CARRIED

Unconfirmed

RESOLUTION CO25-3.15

Moved: Mayor J Denyer

Seconded: Cr G Elvin

6. That Council approves the Terms of Reference for the Joint Governance Group (**Attachment 2**), with the following amendments, noting that these have been endorsed at the Joint Governance Meeting of 8 December 2025.

   - Background - 1.1 Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOP) are working towards the establishment of a joint Water Organisation (WO) under the Local Government (Water Services) Act 2025 (Project); and
   - Joint Governance Group Purpose and Decision Making - 2.2 Recommendations will be made on the following basis.

CARRIED

RESOLUTION CO25-3.16

Moved: Cr G Dally

Seconded: Cr G Elvin

7. That Council endorses the Commercial Terms Sheet (**Attachment 3**).

CARRIED

RESOLUTION CO25-3.17

Moved: Mayor J Denyer

Seconded: Cr D Dinsdale

8. That Council receives the Multi Council Water Organisation Project Update dated 5 December 2025 (**Attachment 5**).
9. That Council delegates the Chief Executive to make changes to the Terms of Reference, Commitment Agreement and Commercial Terms to reflect Council's agreed direction.

CARRIED

1.25pm The hui adjourned.

1.48pm The hui reconvened.

Unconfirmed

CHANGE TO ORDER OF BUSINESS

RESOLUTION CO25-3.18

Moved: Cr D Dinsdale

Seconded: Cr R Joyce

That the order of business be changed under Standing Order 9.4 to commence with item 12.1 (confidential items) in order to release external presenters from the hui.

CARRIED

11 RESOLUTION TO EXCLUDE THE PUBLIC - WHAKATAU KI TE PORO I TE MAREA

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION CO25-3.19

Moved: Mayor J Denyer

Seconded: Cr A Sole

That the public be excluded from the following parts of the proceedings of this meeting with the exception of Chris Law and Dominic Foote for Item 12.1, Kevin Lavery, Richard Lennox and Cathy Davidson for Item 12.2, and Timothy Allan and Chris Joblin for Item 12.3 whose specialist knowledge will assist the Council to make decisions in relation to their relevant reports.

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 - Financial Contribution Reduction for New Zealand Housing Foundation - 75 Kaylene Place, Ōmokoroa	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	s48(1)(a)(i) - 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

Unconfirmed

	who is the subject of the information s7(2)(c)(i) - the withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	
11.2 - Local Waters Done Well - Approval of Digital Business Case and Memorandum of Understanding	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)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	s48(1)(a)(i) - 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
11.3 - City and Regional Deals - Approval of the Terms in Principle	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)(i) - 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

Unconfirmed

		exist under section 6 or section 7

CARRIED

NOTE: Recommendations CO25-3.20 – CO25-3.22 were dealt with in the confidential agenda.

RESOLUTION CO25-3.23

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr S Beech

That Council moves out of Closed Council into Open Council

CARRIED

3.24pm The hui adjourned.

3.24pm Cr Coxhead left the hui via Zoom.

3.24pm Cr Sole left the hui.

3.32pm The hui reconvened.

MEETING DURATION

RESOLUTION CO25-3.24

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr G Elvin

That in accordance with Standing Order 4.2, Council confirms to continue with the remaining business of the meeting, noting that the meeting duration is longer than six hours.

CARRIED

12 REPORTS - NGĀ PŪRONGO

Unconfirmed

12.1 PROPOSED SUBDIVISION AND SALE OF 294 BEACH ROAD, KATIKATI

Council considered a report dated 16 December 2025 from the Operations Manager. The General Manager Infrastructure Services took the report as read.

RESOLUTION CO25-3.24

Moved: Cr R Joyce

Seconded: Mayor J Denyer

1. That the Operations Manager's report dated 16 December 2025 titled 'Proposed Subdivision and Sale of 294 Beach Road, Katikati', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves the subdivision and subsequent sale of approximately 1,689m² of the property at 294 Beach Road, Katikati.

CARRIED

12.2 ŌMOKOROA STORAGE FACILITY - BUSINESS OPERATION MODEL

Council considered a report dated 16 December 2025 from the Operations Manager, who took the report as read.

RESOLUTION CO25-3.25

Moved: Mayor J Denyer

Seconded: Cr D Dinsdale

1. That the Operations Manager's report dated 16 December 2025 titled 'Ōmokoroa Storage Facility – Business Operation Model', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves that Council run the storage facility with existing staff within the Property team at Western Bay of Plenty District Council. This would include tenancy management of the two residential dwellings on the property.

CARRIED

Cr Joyce voted against the motion and requested for his vote against to be recorded.

Unconfirmed

12.3 RECREATION AND OPEN SPACE CAPITAL PROJECTS BUDGET ALIGNMENT

Council considered a report dated 16 December 2025 from the Reserves and Facilities Manager who, supported by the General Manager Infrastructure Services, provided an overview of the report, recommendations therein and responded to pātai as required.

3.41pm Cr Sole entered the hui.

It was clarified that coastal renewals related to Council's Coastal Marine Assets, for example seawalls, boat ramps and jetties. Council undertook annual inspections with a qualified coastal engineer, who would make recommendations for the following year's programme.

RESOLUTION CO25-3.26

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr S Beech

1. That the Reserves and Facilities Manager's report dated 16 December 2025 titled 'Recreation and Open Space Capital Projects Budget Alignment' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That for Coastal Renewals project 321101, Council:
    a. Agrees to bring forward $1,250,000 from the 2026/27 financial year to the 2025/26 financial year to complete the coastal renewals work programme.
4. That for the Ōmokoroa Active Reserve (345401) and General Reserve Acquisition (244912) projects, Council:
    a. Agrees to bring forward $2,790,656 from project 345401 and $58,770 from project 244912 in the 2026/27 financial year to the 2025/26 financial year to cover the current deficit in the reserve's financial contributions account.

CARRIED

12.4 2026 COUNCIL, COMMITTEE AND COMMUNITY BOARD MEETING SCHEDULE

Council considered a report dated 16 December 2025 from the Governance Manager, who provided an overview of the report, recommendations therein and responded to relevant pātai as required.

RESOLUTION CO25-3.27

Unconfirmed

Moved: Deputy Mayor M Murray-Benge

Seconded: Mayor J Denyer

1. That the Governance Manager's report dated 16 December 2025 titled '2026 Council, Committee and Community Board Meeting Schedule' be received.
2. That the report relates to an issue that is of low significance in terms of Council's Significance and Engagement Policy.
3. That Council adopts the 2026 Meeting Schedule (**Attachment 1** of this report), as the meeting programme for 2026, noting that this programme is subject to change depending on legislative requirements and changing business needs of Council.
4. That Council delegates authority to the Governance Manager to make amendments to the meeting schedule should Council business require such amendment throughout the year, subject to appropriate notification to both elected members and the public.

CARRIED

12.5 MAYOR'S REPORT TO COUNCIL

Council considered a report dated 16 December 2025 from the Mayor, who provided an overview of his report and the recommendations therein.

The Mayor responded to pātai as follows:

- The Mayor understood that NZTA had met with residents of Wrights Road and that it had been a productive meeting.
- The Nathan York meeting was in relation to the Bluehaven development, noting that there had been on-going discussions with neighbouring councils on how this could work.

The General Manager Infrastructure Services suggested that this was a "political hot topic" for Waka Kotahi NZTA, due to the request to remove the median barriers going against their wider decision. There could be a fear that removing median barriers from sections of road could be precedent setting.

RESOLUTION CO25-3.28

Moved: Mayor J Denyer

Seconded: Cr G Dally

1. That the Mayor's report dated 16 December 2025 titled 'Mayor's Report to Council' be received.

Unconfirmed

2. That Council endorses the letter dated 6 October 2025, sent from Lyall Thurston as Chair of the Regional Transport Committee to Simon Bridges as Chair of NZTA, seeking the reinstatement of SH2 right-hand turn access at Wright Road, Aongatete, Western Bay of Plenty. **(Attachment 1)**

3. That Council requests NZTA to utilise the latest data in relation to accidents and traffic volumes at the junctions of SH2 with Morton Road, Matahui/Lockington Roads, and Wright Road, both prior to and post the installation of the median barrier, to inform future works in this corridor.

4. That Council encourages senior NZTA officials to meet in person with the residents of Wright Road to consider and discuss their concerns.

5. That Council notes that the Bay of Plenty Regional Council has re-established its Public Transport Committee, notes that the Terms of Reference **(Attachment 2)** of the Committee provide for a representative from Western Bay of Plenty District Council, and acknowledges the appointment to the Public Transport Committee of Mayor Denyer as the primary member and Councillor Rae as the alternate member.

CARRIED

13 INFORMATION FOR RECEIPT - KŌRERO TE WHIWHIA

13.1 SUMMARY ANNUAL REPORT 2024-2025

Council received a report dated 16 December 2025 from the Chief Financial Officer, who took the report as read.

13.2 MONTHLY FINANCIAL REPORT - 31 OCTOBER 2025

Council received a report dated 16 December 2025 from the Chief Financial Officer, who took the report as read, providing the below clarification.

- The red notations were purely timing issues, however it was noted that this was a different format than what had previously been presented. The red now signalled a positive or a negative variance, and required commentary from staff on the variance.

Unconfirmed

13.3 NEW ZEALAND TRANSPORT AGENCY - WAKA KOTAHI - ACQUISITION OF LAND AT 491 ŌMOKOROA ROAD

Council received a report dated 16 December 2025 from the Operation Manager, who provided an overview of the report, clarifying that the measurements should be reflected in hectares rather than square metres as the report states.

RESOLUTION CO25-3.29

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr D Dinsdale

That the Operation Manager's report dated 16 December 2025, titled 'New Zealand Transport Agency – Waka Kotahi – Acquisition of Land at 491 Ōmokoroa Road', be received.

CARRIED

13.4 WESTERN BAY OF PLENTY DISTRICT COUNCIL SUBMISSION ON FAST-TRACK APPROVALS AMENDMENT BILL

Council received a report dated 16 December 2025 from the Resource Management Strategic Advisor. The Acting General Manager Strategy and Community took the report as read.

The Meeting closed at 3.59pm.

Confirmed as a true and correct record at the Council meeting held 26 February 2026.

.....

Mayor J Denyer

CHAIRPERSON / MAYOR

Unconfirmed

10 PRESENTATIONS - NGĀ WHAKATAIRANGA

10.1 BAY OF PLENTY REGIONAL COUNCIL - ANNUAL PLAN 2026/27

File Number: A7129941

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Robyn Garrett, Governance Manager

EXECUTIVE SUMMARY

The Bay of Plenty Regional Council is adopting its Annual Plan on 25 June 2026. The Bay of Plenty Regional Councillors will be presenting an overview of the Council planned priorities, specifically those focused to the Western Bay of Plenty District.

11 REPORTS - NGĀ PŪRONGO

11.1 ANNUAL PLAN 2026/27 - ISSUES AND OPTIONS

File Number: A7138918

Author: Matthew Leighton, Policy and Planning Manager

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

This report seeks Council's decision on a number of matters to inform the development of the Annual Plan 2026/27. This includes direction on the options provided in the attached Issues and Options Papers, the capital and operational projects list and assessment of significance/materiality, and the draft Financials. The decisions at the meeting today will inform the Consultation Document and supporting information for the draft Annual Plan 2026/27.

RECOMMENDATION

1. That the Policy and Planning Manager's report dated February 2026 titled 'Annual Plan 2026/27 Issues and Options', be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That Council resolves the following decisions as discussed in reports provided in **Attachment 1** to inform the Consultation Document for the draft Annual Plan 2026/27:
    a. Transportation Funding - NZTA Waka Kotahi Subsidy Impacts
        i. Option 1 or 2 or 3
    b. Community Board Funding
        i. Option 1 or 2 or 3
    c. Community Roading Allocation
        i. Option 1a or 1b and Option 2a or 2b or 2c or 2d
    d. Water Supply Funding
        i. Option 1 or 2
    e. Te Puke Wastewater Treatment Plant (WWTP) Funding Splits
        i. Option 1 or 2
    f. Local Water Done Well
        i. Option 1 or 2

g. Fluoride Free Water Supply Points

i. Option 1 or 2 or 3 or 4 or 5

4. That Council formally receives the updates to the Structure Plans 2026/27 (as set out in **Attachment 2**).
5. That Council sets the UAGC at [$xxxx] for the purposes of the preparing the Annual Plan 2026/27.
6. That Council approves the assessment of significance and materiality (as per **Attachment 4**).
7. That Council determines that Consultation on the Annual Plan 2026/27 be undertaken in general accordance with the approach proposed in this report.
8. That Council approves the draft financials as per **Attachment 5,** subject to any changes as a result of the above resolutions, and directs staff to prepare the Consultation Document, including supporting information, for the Annual Plan.

BACKGROUND

1. In accordance with the Local Government Act 2002, Council is required to produce and adopt an Annual Plan by 30 June 2026.
2. The Annual Plan is Council's updated plan for the coming financial year, setting out the work scheduled to be undertaken over the next financial year (1 July 2026 – 30 June 2027).
3. The draft content of the Annual Plan 2026/27, presented here, results in a rates increase of 9.07% (total increase on the rates requirement). This equates to an 8.07% increase for existing ratepayers (due to a 1% growth rate). This is less than the 9.64% total rates increase planned for the 2026/27 year in the Long Term Plan 2024-34.
4. **Attachment 5** sets out the full financial statements and rates impacts. The financials are based on the recommended options presented through the Issues and Options Papers.
5. There are a number of matters that require direction for the development of the Annual Plan 2026/27. These are outlined in the Issues and Options Papers attached to this report.
6. Preparation and consultation (where necessary) on the Annual Plan must meet the requirements of the Local Government Act 2002, in particular sections 95 and 95A.
7. Initial conversations with Council were held in workshops on the Annual Plan on 24 November, 17-18 December 2025, and 11-12 February 2026. **Attachment 6** contains the respective workshop notes.
8. It is worth noting that the draft Annual Plan budgets do not address the costs of recovery as a result of the 21 January 2026 adverse weather event. While the

damage to network infrastructure, especially roads, is significant, the full scale of repair costs, funding source and the time it will take is still being worked through.

9. Recovery costs are expected to be addressed separately or through the Long Term Plan, when more accurate costs and potential options are clearer.

ISSUES AND OPTIONS PAPERS

10. **Attachment 1** consolidates the nine Issues and Options papers that are presented for consideration to develop the draft Annual Plan. These contain individual advantages and disadvantage assessments.

11. For the purposes of developing the draft financials, the preferred options have been included in the baseline numbers presented in **Attachment 5**.

12. A decision on each of the following Issues and Options Papers is required:

    a. Transportation Funding - NZTA Waka Kotahi Subsidy Impacts

    b. Community Board Funding

    c. Community Roading Allocation

    d. Water Supply Funding

    e. Te Puke Wastewater Treatment Plant (WWTP) Funding Splits

    f. Local Water Done Well

    g. Fluoride Free Water Supply Points

STRUCTURE PLANS UPDATE 2026/27

13. As part of the Annual Plan development, Council undertakes an update of the projects identified in the Structure Plans.

14. **Attachment 2** outlines changes to project timing and costs as a result of detailed design, project implementation or responding to the pace of development and market shifts.

15. Changes to timings and costs of projects under the structure plans may impact Financial Contributions. The draft Schedule of Financial Contributions will be presented at a future Council Meeting.

ASSESSMENT OF MATERIALITY AND SIGNIFICANCE

16. The full project list (operational [OPEX] and capital [CAPEX]) is set out in the significance and materiality assessment **(Attachment 4).** This outlines movement between what was budgeted and planned in the Long Term Plan 2024-34 and the proposed budgets for the Annual Plan 2026/27.

17. The significance and materiality assessment identifies the major movements for the Annual Plan, the reason for the movements and an assessment of whether it may be considered material or significant and therefore should form part of an Annual Plan Consultation Document. These are identified with bold text.

18. The project list is presented by activity area, and the corresponding funding sources are outlined in the document.

19. Some of the major changes are due to a change in our approach to recording programmes of work. For example, transportation budgets, previously captured as purely operational spend, have now been set out as programmes of work in the project list. This is a movement of budget and enables increased transparency, improved tracking, and better budgeting, however, appears as a large increase in project expenditure lists.

UNIFORM ANNUAL GENERAL CHARGE

20. The Uniform Annual General Charge (UAGC) is a fixed annual rate, liable per rating unit, regardless of property value. Its intent is to ensure everyone contributes towards core community services.

21. The UAGC for current 2025/26 Financial year is set at $700.

22. For the purposes of preparing the draft financials for 2026/27, the UAGC has been set at $560.

23. The UAGC is set each year by the Council and is used as a levelling tool in the collection of General Rates. If the UAGC were set at zero, the effect would be to increase the amount of General Rates assessed on capital value, which would increase the share levied on properties with higher capital values, and decrease the share levied on lower capital values.

24. Modelling and analysis of the options for a $400, $500, $560 and $600 UAGC are provided (**Attachment 3**).

25. The tipping point in terms of property capital values that determine whether rates increase or decrease with a UAGC movement is $1,800,000. At the current rate requirement, a property with a CV of $1,800,000 would see no change to their rates with a UAGC between $400 & $700. Properties with values above $1,800,000 would see rates decrease as a UAGC increases, and rates increase as a UAGC decreases.

26. All residential properties across the district at or below the median value would see a reduction in rates, due to having CV's less than $1,800,000. Commercial & Industrial properties would see decreases in Katikati/Waihi Beach and Te Puke/Maketu, due to having CV's less than $1,800,000. Kaimai would see a very small increase based on the median CV. All rural properties across the district at or below the median value would see a reduction in rates, due to having CV's less than $1,800,000. All orchards and post harvest properties across the district at or above the median value would see an increase in rates, due to having CV's greater than $1,800,000.

27. Council direction is sought on the level of the UAGC.

SIGNIFICANCE AND ENGAGEMENT

28. The Local Government Act 2002 requires a formal assessment of the significance of matters and decisions in this report against the Council's Significance and Engagement Policy. In making this formal assessment, there is no intention to assess the importance of this item to individuals, groups, or agencies within the community, and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

29. The Policy requires Council and its communities to identify the degree of significance attached to issues, proposals, assets, decisions, and activities.

30. In terms of the Significance and Engagement Policy, this is of **medium** significance, because of the legislative requirement to consult on an Annual Plan when there are significant or material differences from the Long Term Plan.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

31. When determining whether consultation is required for an Annual Plan, the Local Government Act 2002 requires an assessment of whether there are any significant or material changes from the Long Term Plan. These terms are defined in legislation. A significant or material change may be a one-off or a result of multiple changes that have the cumulative impact of being material and/or significant.

32. The impact of some of the recommended options outlined in the Issues and Options papers would be considered material and/or significant. In particular the decision to increase funding for Transportation, the decision to introduce a new targeted rate (for Community Boards), and changes to the water volumetric charging. This would trigger the need for consultation.

33. Items in the Issues and Options Papers and identified in the Assessment of Significance and Materiality will require identification in the Consultation Document.

34. The Consultation Document, together with the supporting information, is planned to be brought to the 19 March 2026 Council meeting.

35. The communications and engagement approach will aim to ensure people understand what is proposed, why it is proposed, and how they can meaningfully contribute to Council decision-making.

36. The approach emphasises meeting people where they already are, supported by a mix of in person and online participation options.

37. Consultation will centre on material changes from the Long Term Plan 2024–2034. Key topics for feedback include:

    (a) Pressures on the district's roading network and transport funding;

    (b) Funding arrangements for Community Boards;

    (c) Potential changes to volumetric water charges.

38. The engagement approach would see Council hold a two-hour community drop-in session in each Community Board area (total of five), with Community Boards helping to identify accessible, well used venues such as markets, town centres, or community hubs. A broad mix of supporting channels will help ensure diverse groups can provide feedback in ways that work for them.

39. A high-level timeline of key dates planned is provided below:

26 February 2026	Council decisions on key content and approach
19 March 2026	Adoption of Consultation Document and draft plan
20 March 2026	Community Consultation period opens
20 April 2026	Community Consultation period closes
23 April 2026	Formal Opportunity for spoken interaction (Hearings)
May 2026	Annual Plan Deliberations
June 2026	Annual Plan Adopted

40. Concurrent consultation is planned to be undertaken on the Draft Schedule of Fees and Charges 2026/27 and Draft Schedule of Financial Contributions for 2026/27.

ISSUES AND OPTIONS ASSESSMENT

41. The below options reflect the collective impact of the resolutions in this report. Council may wish to provide decisions regarding the Annual Plan development at this meeting, or may wish to seek further information and a future report.

Option A That Council makes decisions on the Issues and Options Papers, Structure Plans, setting of the UAGC, approval of the assessment of significance and materiality, and draft financials to inform the Consultation Document and supporting information for the draft Annual Plan 2026/27.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	The decisions on the Issues and Options papers will be included in the Consultation Document, which will be brought back to Council in March 2026 to adopt for public consultation. Allows Council to meet its legislative requirements. Public feedback on the material and significant decisions will be sought.
Costs (including present and future costs, direct, indirect and contingent costs).	Costs are currently outlined in the Issues and Options papers.

Other implications and any assumptions that relate to this option	The January 21 adverse weather event has not been included.
Option B That Council does not make decisions on the Issues and Options Papers, Structure Plans, setting of the UAGC, approval of the assessment of significance and materiality, and draft financials to inform the Consultation Document and supporting information for the draft Annual Plan 2026/27.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Council may require further information to come to a decision. Should significant changes or rework be required, this may put at risk Council's ability to meet its legislative requirements and gain effective community input into the decision-making process.
Costs (including present and future costs, direct, indirect and contingent costs).	Should significant changes or rework be required, then significant staff time will be involved and with further Council meetings required.
Other implications and any assumptions that relate to this option	Delayed timeline in adopting the Annual Plan 2026/27.

STRATEGIC ALIGNMENT

42. Annual Plans contribute to the promotion and/or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☒
Empowering communities.	☒
Growing authentic Te Tiriti based relationships.	☒
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☒

STATUTORY COMPLIANCE

43. The recommendations of this report meet the requirements of the Local Government Act 2002 - a Local Authority must prepare and adopt an Annual Plan for each financial year. This is a statutory requirement under section 95 of the Act.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
Annual Plan development costs	All costs associated with the production and consultation on the Annual Plan Consultation Document are included in current budgets.

ATTACHMENTS

1. **Annual Plan 26-27 Issues and Options Papers**
2. **Updates to Structure Plans 2026-27**
3. **Annual Plan UAGC Analysis**
4. **Annual Plan Significance and Materiality Assessment of Project List**
5. **Annual Plan 2026-27 Financial Statements and Rates Samples**
6. **Annual Plan Workshop Notes**


Western
Bay of Plenty
District Council
Consolidated
Issues and
Options Reports
Annual Plan 26/27
Council Workshop
26 February 2026

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File Number: A7123267

Author: Calum McLean, Transportation Director

Authoriser: Bradley Singh, General Manager Infrastructure Services

NZTA/WAKA KOTAHI SUBSIDY IMPACTS

PURPOSE

1) This paper considers options for amending Council's land transport programme:
   - funding for 2026/27, and/or
   - tactical and operational levels of service (LoS)[1],

   in response to the requirements of the roading network as well as New Zealand Transport Agency's (NZTA's) funding allocations from the National Land Transport Fund (NLTF).

2) The financial impact of the storm events of January 2026 are not considered in this report due to the relative uncertainties associated with recovery plans post the declared state of emergency.

OPTION ASSUMED FOR DRAFT BUDGET

Option 1a

That Council approves:

- Allocate $7.0m of the available subsidy into Pothole Prevention and adjust work programmes accordingly.
- Use the $500k balance to reduce Council's debt deficit.
- Fund the shortfall in Operations from rates of $3,100,000.

EXECUTIVE SUMMARY

3) In September 2024 NZTA endorsed final allocations for continuous programmes (maintenance and renewals) equivalent to approximately 61% of that requested, and a final allocation of $0 for improvement activities.

4) It was discussed and agreed through the Long Term Plan (LTP), that budgets in the Transportation activity would be managed over the three-year period as opposed to annually, with the intention that there would be a focussed drive of

[1] Strategic levels of service as documented in the Long Term Plan are not proposed to be changed.

delivering large quantities of work in the first two years with investment dropping down in year three.

5) In November 2024, staff engaged infrastructure advisory company Rationale to undertake an independent review of Council's transportation tactical and operational LoS ahead of procuring new road maintenance contracts in 2025.

6) Changes to the LoS were proposed to better align technical and operational specifications for new road maintenance contracts to the budget available for each activity. The previous LoS were unable to be met under the approved budgets.

7) On 06 May 2025, staff from the Transportation team presented a proposal to amend tactical and operational LoS for transportation maintenance and renewal activities based on the assessment undertaken by Rationale. Unfortunately, this workshop was cut short due to earlier meetings running over time.

8) A second workshop was held on 02 December 2025 where the new proposed levels of service were presented to elected members and largely accepted. An exception to this was the LoS associated with urban mowing cycles which were amended and increased to align more closely with community expectations.

9) NZTA has since acknowledged the fact that the local roading network requires a greater degree of investment by amending its previous NLTP decisions and allocating an additional $1.69M (inclusive of 49% local share) for 'Improvement' projects and additional funding of $15.0M (inclusive of 49% local share) for activity class 'Pothole Prevention'.

10) Due to the increased delivery focus over the first two years of the LTP, the overall shortfall across three activity classes (Pothole Prevention, Operations, and Improvements) is now $23.52m for 2026/27.

11) The options presented in this paper for the consideration in Annual Plan 2026/27 consist of how best to realign expenditure and make use of the additional allocation of funding from NZTA (approximately $7.5m worth of subsidy) in Pothole Prevention to manage the shortfall of budgets, deliver the expected LoS and pay down debt on previously taken loans.

STRATEGIC ALIGNMENT

12) This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☐
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☒

BACKGROUND

Level of Service Review

13) In November 2024 staff engaged infrastructure advisory company Rationale to undertake an independent review of Council's transportation tactical and operational LoS ahead of procurement of new road maintenance contracts in 2025.

14) Changes to the LoS were proposed to better align technical and operational specifications for new road maintenance contracts to the budget available for each activity.

15) The previous LoS were implemented through the performance based One Network Maintenance Contract (ONMC) which ended in October 2023 and were unable to be met under the approved budgets.

16) Throughout the ONMC period, the previous maintenance contractor also faced challenges in being able to consistently meet the specified LoS, which led to financial penalties. This effectively resulted in a reduced, LoS being provided by the ONMC contractor.

17) In April 2025, Rationale presented their final report which details all proposed changes, the background to the review, and the process followed. The report identifies that change is necessary in several key areas:

- Sealed Pavements:
    - focus on high classification roads at the expense of lower classification roads.
    - Removal of sealed road roughness targets for urban roads, internally current targets and performance will be used as a baseline to monitor change.
    - Reduction in sealed road condition targets on lower-volume rural roads.
- Drainage:

- Increase level of service.
- Take a first principles approach to ensure all drainage assets remain fully operational, reducing risks to public and private property.
- Remove annual renewal quantity targets and operating targets based on debris build up (etc.) and move to needs-based approach agreed with the Contractor.

- Environmental maintenance:
  - Community priority including mowing, gardens, vegetation control, and street cleaning. While the community seeks to maintain the current LoS and, in some cases, an increase, achieving this within existing budgets will be challenging.
  - Potential changes to manage costs include adopting a cyclic mowing approach and prioritising higher-value gardens.
  - Street cleaning cycles will be reviewed and are likely to change.

18) On 06 May 2025, staff from the Transportation team presented a proposal to amend tactical and operational LoS for transportation maintenance and renewal activities based on the assessment undertaken by Rationale. Unfortunately, this workshop was cut short due to earlier meetings running over time.

19) A second workshop was held on 02 December 2025 where the new proposed levels of service were presented to elected members and largely accepted. An exception to this was the LoS associated with urban mowing cycles which were amended and increased to align more closely with community expectations.

NZTA Funding Assistance

20) Under the Land Transport Management Act 2003 Council is required to prepare a three-year Land Transport Programme detailing activities for which we wish to receive financial assistance from the NLTF. This is done via the Transportation Activity Plan and, in accordance with section 13 of the Act, Council consulted on this via the Long-Term Plan 2024-34.

21) In September 2024, NZTA endorsed final allocations for continuous programmes (maintenance and renewals) equivalent to approximately 61% of what we requested, and a final allocation of $0 for improvement activities. See table below.

Activity Class	Three-Year Requested Allocation ($)*	Three-Year Approved Allocation ($)*
Local Road Operations	$28,234,048	$26,078,002
Local Road Pothole Prevention	$64,838,941	$41,176,000
Walking and cycling	$1,971,571	$709,998

Local Road Improvements	$-	$-
Total	$95,044,560	$67,964,000

**Inclusive of 49% local share*

22) NZTA has since amended this decision by allocating a total of $1.69M (inclusive of 49% local share) for the following 'Improvement' projects:

Local Road Improvements Location	Description	Approved Allocation ($)
Wilson Road North RP5,100 – 6,060[2]	Seal widening/drainage upgrades	$400,000
Welcome Bay Road RP2,560;	Culvert renewal/upgrade	$500,000
Boucher Avenue RP872 – 2,235	Drainage upgrades	$300,000
No. 3 Road RP5,401 – 6,562	Improvements associated with pavement rehabilitation	$180,000
McLaren Falls Road RP2,925-3,685	Improvements associated with pavement rehabilitation	$311,000
Total cost		*$1,691,000

**Inclusive of 49% local share*

and additional funding of $15.0M* (inclusive of 49% local share) for activity class 'Pothole Prevention'.

**Confirmed 12 December 2025*

23) These decisions necessitate amendments to Council's 3-year land transport programme.

24) This follows on from the options presented in February 2025, where staff presented three options to the Annual Plan Committee in respect of the 2025/26 Annual Plan:

Option 1 (Recommended)

THAT Council approves increasing local share funding in 2026/27 to enable levels of service to be increased for some maintenance and renewal activities, and to enable delivery of the full improvements programme.

Option 2

THAT Council approves maintaining local share funding for 2025/26 and over the three-year period from 2025 to 2027, to enable levels of service to be met for some maintenance and renewal activities, and to enable delivery of a reduced improvements programme.

[2] RP = route position. Hence RP5,100 – 6,060 means route position 5,100m to 6,060m (measured from the start of the road)

Option 3

THAT Council approves reducing local share funding for 2025/26 and over the three-year period from 2025 to 2027, to maintain the 51%/49% funding split between NZTA and Council for maintenance and renewal activities, and 0% for improvements.

25) The Annual Plan Committee approved Option 1. The reasons for this decision was:

- Regular preventative maintenance extends asset life reducing the need for expensive rehabilitation treatments and/or reactive maintenance.
- A well-maintained network supports the local economy by ensuring that goods, services, and people can travel safely and efficiently.
- Option aligns with the strategic priority: "Providing resilient, well maintained, and efficient infrastructure".
- Does not require the targeted roading rate to be increased.
- Enables level of service to be met for some activities.
- Allows Council to consider the transportation maintenance modelling going forward in the Long Term Plan.

26) It was discussed and agreed through the LTP and previous Annual Plans, that budgets in the Transportation activity would be managed over the three period as opposed to annually. This was with the intention that there would be a focussed drive of delivering large quantities of work in the first two years with investment dropping down in year three.

27) A full breakdown of historical spend, budgets and resulting impacts are presented in Table 1 for transparency.

a. As planned, in 2024/25, there was an overspend on the annual plan budgets in Pothole Prevention (driven by unsealed pavement maintenance and routine drainage maintenance). This was due to the extensive work required to try and respond to the observed deterioration of the network.

b. In the same year, there was an overspend of $2.5m in Environmental Maintenance which was due to the previous ONMC LoS targets – in particular lawn mowing. This was offset by making a conscious decision to underspend on Network Service Maintenance (line marking and signs etc.) thereby holding the overall Operations expenditure within budget.

c. The forecast for the current 2025/26 year is very similar for both Pothole Prevention as well as Operations. The resulting over expenditure across the first two years of the LTP in these activity classes will have an impact to the available budgets for the 2026/27 year.

d. If we consider the required expenditure for Pothole Prevention and Operations for 2026/27, the quantum of shortfall in year three of the LTP (2026/27) is $3.12 m in Operations (Capex & Opex) and $4.53 m in Pothole Prevention.

e. Furthermore, there are $6.48 m worth of Improvement Projects (such as rehabs) planned for 2025/26 and $14.26 m planned for 2026/27 which will result in a shortfall $15.86 m in this activity class.

f. The overall shortfall across all three activity classes (Pothole Prevention, Operations and Improvements) is $23.52 m for 2026/27.

DISCUSSION

28) It is important to note that whilst the intended focussed drive of delivering high quantities of work over the first two years of the LTP has been achieved, this has not necessarily resulted in a major improvement of the roading network. The extent of expenditure required to get to a "maintain the network" approach as opposed to a "manage the networks deterioration" approach is more than what was originally allocated in the LTP budgets.

29) This has been recognised by NZTA when they provided the additional funding of $15.0M (inclusive of 49% local share) for activity class 'Pothole Prevention' at the end of last year.

30) The decision to manage the Operations budget in the first two years of the LTP by reducing the spend on Network Service Maintenance is not sustainable in the long term as key safety related items such as signs and road marking need to be undertaken to ensure that the roading network meets safety standards.

31) The Environmental Maintenance budget which has used up the bulk of the Operations allocation is used to deliver several maintenance activities that are visible and important to local communities. But the budget allocated for Environmental Maintenance does not match the Operational LoS that has been accepted for these items as detailed in Table 2.

32) As an interim solution, it is recommended that the Environmental Maintenance budget for 2026/27 be used to undertake necessary work but not to cover preventative maintenance activities. This would mean, for instance, that items such as tree maintenance, be limited to addressing tree issues that are causing a safety concern only.

33) The issues associated with, delivering the right amount of work in Pothole Prevention, matching the budgets of Environmental Maintenance with the Operational LoS and adequately allocating and funding the Improvements work category are all items that should be discussed and dealt with via the next LTP process and are not items subject to this paper. Instead, this paper focusses on

the shortfall in budgets created in year three by the fast-tracked delivery of years one and two and provides options to deal with this.

34) The overall shortfall across all three activity classes (Pothole Prevention, Operations and Improvements) is $23.52 m for 2026/27. NB: $23.52M assumes $15.86 shortfall for improvements. If improvements spend reduces, the $23.52M also reduces.

35) The impact from Improvements Projects can be reduced by only proceeding with committed projects for 2025/26 and 2026/27. This will reduce the impacts to an overall shortfall for 2026/27 to $10.23 m as per Table 3.

36) All options assessed in this paper are based off the assumption that the Environmental Maintenance budget will be used to address necessary work only and that uncommitted Improvement Projects will not proceed in 2025/26 and 2026/27.

Table 1 - Transport Activity codes for years 25, 26 and 27

		2025 Actuals	2025 Revised Budget	Variance	2026 Actuals (Jul - Nov)	2026 Forecast (Dec - Jun)	2026 AP Budget	Variance	Historical Over/(Under) Spend	2027 Budget (From AP26)	2027 Available	2027 Need	Over/Under 3 Year
400114	400114 - NZTA - Structures maintenance	231,426	446,604	-215,178	67,492	351,578	446,604	-27,534	-242,712	446,610	689,322	419,070	-270,252
400121	400121 - NZTA - Environmental maint	5,643,460	3,148,680	2,494,780	1,777,786	2,246,060	3,148,680	875,166	3,369,946	3,148,685	-221,261	5,618,075	5,839,336
400122	400122 - NZTA - Network service main'	1,849,719	3,607,656	-1,757,937	365,876	1,878,739	3,607,656	-1,363,041	-3,120,978	3,607,658	6,728,635	2,244,615	-4,484,020
400123	400123 - NZTA - Network operations	531,958	1,041,528	-509,570	36,658	819,920	1,041,528	-184,950	-694,519	1,041,527	1,736,047	856,578	-879,469
400140	400140 - NZTA - Minor events	317,117	632,904	-315,787	316,895	160,832	632,892	-155,165	-470,953	632,896	1,103,849	477,727	-626,122
400151	400151 - NZTA - Network and asset mgt	2,851,615	2,602,260	249,355	1,130,870	2,289,708	2,602,260	818,318	1,067,673	2,602,261	1,534,588	3,420,578	1,885,990
Operations Opex		11,425,295	11,479,632	-54,337	3,695,578	,746,837	11,479,620	-37,206	-91,543	11,479,637	11,571,180	13,036,643	1,465,463
400215	400215*001 - NZTA/WK - Structures component replacements CAPEX	-	13,932	-13,932	43,822	13,832	14,119	43,535	29,603	13,913	-15,690	57,654	73,344
400221	400221*001 - NZTA/WK - Environmental renewals CAPEX	-	10,589	-10,589	-	10,615	10,731	-116	-10,705	10,575	21,280	10,615	-10,665
400222	400222*001 - NZTA/WK - Traffic services renewals CAPEX	107,889	1,633	106,256	143,770	601,640	1,655	743,755	850,011	1,631	-848,380	745,410	1,593,790
Operations Capex		107,889	26,154	81,735	187,592	626,087	26,505	787,174	868,909	26,119	-842,790	813,679	1,656,469
Operations		11,533,184	11,505,786	27,398	3,883,170	8,372,924	11,506,125	749,968	777,366	11,505,757	10,728,390	13,850,322	3,121,932
400111	400111 - NZTA - Sealed pavement main'	5,860,310	5,720,796	139,514	1,237,676	5,843,560	4,843,560	2,237,676	2,377,190	3,949,399	1,572,209	4,859,935	3,287,726
400112	400112 - NZTA - Unsealed pavement main'	961,622	413,064	548,558	161,302	713,064	413,064	461,302	1,009,860	413,066	-596,794	736,694	1,333,488
400113	400113 - NZTA - Routine drainage main'	1,449,689	574,308	875,381	430,648	1,074,308	574,308	930,648	1,806,030	574,304	-1,231,726	1,107,156	2,338,882
Potholes Opex		8,271,621	6,708,168	1,563,453	1,829,627	7,630,932	5,830,932	3,629,627	5,193,080	4,936,769	-256,311	6,703,785	6,960,096
400211	400211*001 - NZTA/WK - Unsealed road metalling CAPEX	520,626	455,709	64,917	103,262	661,808	461,808	303,262	368,179	455,093	86,914	691,064	604,150

		2025 Actuals	2025 Revised Budget	Variance	2026 Actuals (Jul - Nov)	2026 Forecast (Dec - Jun)	2026 AP Budget	Variance	Historical Over/(Under) Spend	2027 Budget (From AP26)	2027 Available	2027 Need	Over/Under 3 Year
400212	400212*001 - NZTA/WK - Sealed road resurfacing CAPEX	6,209,295	3,106,793	3,102,502	53,852	3,237,000	1,108,467	2,182,385	5,284,888	2,432,670	-2,852,217	3,276,000	6,128,217
400213	400213*001 - NZTA/WK - Drainage renewals CAPEX	75,048	22,723	52,325	183,447	523,028	23,027	683,448	735,773	22,693	-713,080	524,486	1,237,566
400214	400214*001 - NZTA/WK - Sealed road pavement rehabilitation CAPEX	6,551,170	8,633,763	-2,082,593	2,287,968	6,329,800	10,680,347	-2,062,579	-4,145,172	8,117,365	12,262,538	1,867,198	-10,395,340
Potholes Capex		13,356,139	12,218,988	1,137,151	2,628,529	10,751,636	12,273,649	1,106,516	2,243,668	11,027,821	8,784,154	6,358,748	-2,425,406
Potholes		21,627,760	18,927,156	2,700,604	4,458,156	18,382,568	18,104,581	4,736,143	7,436,747	15,964,591	8,527,843	13,062,533	4,534,690
Rail Crossing		18,151	22,788	-4,637	9,236	18,013	22,788	4,461	-176	22,785	22,961	25,000	2,039
Walking and Cycling		163,428	314,261	-150,833	96,361	366,668	314,269	148,760	-2,073	314,254	316,327	366,668	50,341
400324	400324*001 - NZTA WC324 - Road Improvements CAPEX	3,016,802	5,700,000	-2,683,198	2,486,463	5,638,500	4,500,004	3,624,959	941,761	180,001	-761,760	1,760,000	2,521,760
Improvements		3,016,802	5,700,000	-2,683,198	2,486,463	5,638,500	4,500,004	3,624,959	941,761	180,001	-761,760	1,760,000	2,521,760
Emergency Works		1,936,916	-	1,936,916	697,573	4,700,000	4,700,000	697,573	2,634,489	-		-	
													10,230,762

Table 2 - Breakdown of Environmental Maintenance Activity – what's required vs. actual spend

		Required budget to deliver the LoS	Forecast spend in 2026
Mowing	Urban	$ 1,146,986.77	$ 1,146,986.77
	Rural	$ 601,007.03	$ 601,007.03
Gardens	Urban	$ 238,221.85	$ 238,221.85
Chemical Spray	Urban	$ 111,810.00	$ 18,635.00
	Rural	$ 448,210.87	$ 186,754.53
Sweeping	Urban	$ 498,374.10	$ 498,374.10
Cyclic	All	$ 587,709.97	$ 587,709.97
Trees	All	$ 305,399.04	$ 127,249.60
Pest Plants	All	$ 4,736.96	$ 1,184.24
Waste Collection	Urban	$ 3,412,597.20	$ 568,766.20
Watertake points		$ 1,783,559.04	$ 148,629.92
Other		$ 573,852.84	$ 47,821.07
Total		$ 9,712,465.68	$ 4,171,340.28

Table 3 - Rehab projects, committed and uncommitted for years 26 (1 January 2026 – 30 June 2026) and 27 (1 July 2026 – 30 June 2027)

Project Information	2026 (Q3 & Q4)	2027 (Q1 – Q4)	Commitment
No 1 Road	$ 320,000		Committed
65-71 No 1 Road	$ 110,000		Committed
School Speed Management Plan	$ 1,059,000		Committed
Oropi Road RP5090	$ 600,000		Uncommitted
No 1 Road 570 - 1960	$ 400,000		Committed
Boucher Ave 872-2234	$ 258,000		Committed
Wilson Rd North 5145 - 6043	$ 2,076,000		Committed
No 1 Rd 0-580	$ 1,115,500		Committed
Allport Road 23-2044	$ 240,000		Uncommitted
Welcome Bay Rd 1787 - 3402	$ 300,000		Committed

Project Information	2026 (Q3 & Q4)	2027 (Q1 – Q4)	Commitment
Welcome Bay Rd 1787 - 3402		$ 12,000,000	Uncommitted
Welcome Bay Rd 2560		$ 500,000	Uncommitted
McLaren Falls Rd 2925 - 3685		$ 410,000	Committed
Seaforth Road 5287 - 6210		$ 1,350,000	Committed

ISSUES AND OPTIONS ANALYSIS

37) The options presented in this paper for the consideration in Annual Plan 2026/27 consist of how best to reallocate expenditure and to make use of the additional allocation of funding from NZTA (approximately $7.5m worth of subsidy) in Pothole Prevention to manage the shortfall of budgets, deliver the expected LoS and pay down debt on previously taken loans.

38) The tables below set out the advantages and disadvantages of the options for the committee's consideration:

Option 1a (Recommended)	That Council approves: • Allocate $7.0m of the available subsidy into Pothole Prevention and adjust work programmes accordingly. • Use the $500k balance to reduce Council's debt deficit • Fund the shortfall in Operations from rates of $3.1m
Advantages	• Enables existing (ONMC) tactical and operational levels of service to be met for most activities. • Enables surfacing renewal and pavement rehabilitation. programmes to keep pace with network deterioration. • Aligns with the strategic priority: "Providing resilient, well maintained, and efficient infrastructure". • Regular preventative maintenance extends asset life reducing the need for future expensive rehabilitation treatments and/or reactive maintenance. • Greater public satisfaction and trust in council services. • A well-maintained network supports the local economy by ensuring that goods, services, and people can travel safely and efficiently. • Increases opportunities for additional subsidy from NZTA.

Disadvantages	• Diversion of funds from other activities. • No rates reductions obtained from the savings identified as per Council's previous direction on rates.
Risks	• Ratepayer backlash to cost. • Dependence on high funding levels.
Financial Implications – Refer to Appendix A	
Financial Summary	
Impact on rates per annum	Increase of rates in Annual Plan 2027 of $3.1m (Already included in draft budgets presented at the workshop).
Ongoing impact on future years	This option may influence and affect the Council's future in terms of the governments plans to introduce legislation to cap annual local council rate increases to a range of 2%–4% per capita.

Option 1b	That Council approves: • Allocate $7.0m of the available subsidy into Pothole Prevention and adjust work programmes accordingly. • Use the $500k balance to reduce Council's debt deficit. • Fund the $3.1m shortfall in Operations from the Transport Current Account.
Advantages	• Enables existing (ONMC) tactical and operational levels of service to be met for most activities. • Enables surfacing renewal and pavement rehabilitation programmes to keep pace with network deterioration. • Aligns with the strategic priority: "Providing resilient, well maintained, and efficient infrastructure". • Regular preventative maintenance extends asset life reducing the need for future expensive rehabilitation treatments and/or reactive maintenance. • Greater public satisfaction and trust in council services. • A well-maintained network supports the local economy by ensuring that goods, services, and people can travel safely and efficiently. • Increases opportunities for additional subsidy from NZTA.

Disadvantages	• Diversion of funds from current account will leave the Transport activity with no reserves to manage potential budget shortfalls in the future.
Risks	• The Council will have limited ability to manage future shortfalls in funding from NZTA. • Dependence on high funding levels.
Financial Implications – Refer to Appendix A	
Financial Summary	
Impact on rates per annum	Reduction in rates requirement of $3.1m compared to draft budgets.
Ongoing impact on future years	If NZTA do not give the Council its requested budget in the next LTP and the current account empty, the Council may have to reduce its Transport activity or decrease investment in other areas of Council's activities.

Option 1c	That Council approves: • Allocate $7.0m of the available subsidy into Pothole Prevention and adjust work programmes accordingly. • Use the $500k balance to reduce Council's debt deficit. • Debt Fund the $3.1m shortfall in Operations by taking short-term loans of 5 years.
Advantages	• Enables existing (ONMC) tactical and operational levels of service to be met for most activities but with ongoing rates impacts over future years. • Enables surfacing renewal and pavement rehabilitation programmes to keep pace with network deterioration. • Aligns with the strategic priority: "Providing resilient, well maintained, and efficient infrastructure". • Regular preventative maintenance extends asset life reducing the need for future expensive rehabilitation treatments and/or reactive maintenance. • Greater public satisfaction and trust in council services. • A well-maintained network supports the local economy by ensuring that goods, services, and people can travel safely and efficiently. • Increases opportunities for additional subsidy from NZTA.

Disadvantages	• Reduction of Council's debt headroom. • Ratepayers will be feeling the ongoing impact to rates to pay off the loans for the next 5 years.
Risks	• Ratepayer backlash to cost and ongoing rates impact. • Dependence on high funding levels.
Financial Implications – Refer to Appendix A	
Financial Summary	
Impact on rates per annum	Reduction in rates requirement of $3.1m compared to draft budgets. Estimated impact of $700k over the next 5 years in interest and loan repayments.
Ongoing impact on future years	Over the next 5 years we will be paying loans for non-capitalised work already completed.

Option 2:	That Council approves: • Allocate $7.0m of the available subsidy into Pothole Prevention and divert local share to the value of $3m out of Pothole Prevention into Operations. • Use the $500k balance to reduce Council's debt deficit. • Defer Improvements projects to the value of $2.5m.
Advantages	• Enables existing (ONMC) tactical and operational levels of service to be met for most activities. • Enables surfacing renewal programmes to be undertaken. • Regular preventative maintenance extends asset life reducing the need for future expensive rehabilitation treatments and/or reactive maintenance. • A well-maintained network supports the local economy by ensuring that goods, services, and people can travel safely and efficiently.
Disadvantages	• Immediate impact and effect of deferring rehab treatments already planned and committed – i.e. Seaforth Road. • Reputational impact of not fulfilling promises to local communities. • Creation of a bow wave of expenditure in the future.

Risks	• Ratepayer backlash due to Improvement projects not going ahead as promised. • Future expenditure required through the LTP process to resolve backlogged projects.
Financial Implications – Refer to Appendix B	
Financial Summary	
Impact on rates per annum	Reduction in rates requirement of $3.1m compared to draft budgets.
Ongoing impact on future years	The rehabs deferred will need to be resolved in future years as normal sealing and pavement maintenance activities will not be sufficient.

Option 3:	That Council approves: • Allocate $7.0m of the available subsidy into Pothole Prevention and adjust work programmes accordingly. • Use the $500k balance to reduce Council's debt deficit. • Do not deliver the full levels of service in Operations to manage the $3m shortfall: o Reduced Environmental Maintenance activities.
Advantages	• Enables surfacing renewal and pavement rehabilitation programmes to keep pace with network deterioration. • Regular preventative maintenance extends asset life reducing the need for future expensive rehabilitation treatments and/or reactive maintenance.
Disadvantages	• Decreased satisfaction from residents in Council services. • Ratepayer backlash on reduced operational LoS.
Risks	• Reputational impact to Council.
Financial Implications – Refer to Appendix C	
Financial Summary	
Impact on rates per annum	Reduction in rates requirement of $3.1m compared to draft budgets.
Ongoing impact on future years	No financial impact for future years.

Appendix A - Option 1

					Funding Options		
Project/ GL code	**Expense Type**	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Option 1A**	**Option 1B**	**Option 1C**
Financial Implications – Operations Work Categories							
400114 (Structures Maintenance)	Opex	446,610	-27,540	419,070	Rates	Current Account	Loan - 5 Year
400121 (Environmental Maintenance)	Opex	3,148,685	2,469,390	5,618,075	Rates	Current Account	Loan - 5 Year
400122 (Network Service Maintenance)	Opex	3,607,658	-1,363,043	2,244,615	Rates	Current Account	Loan - 5 Year
400123 (Network Operations)	Opex	1,041,527	-184,949	856,578	Rates	Current Account	Loan - 5 Year
400131 (Rail Level Crossing Maintenance)	Opex	22,785	2,215	25,000	Rates	Current Account	Loan - 5 Year
400140 (Minor Events)	Opex	632,896	-155,169	477,727	Rates	Current Account	Loan - 5 Year
400151 (Network & Asset Management)	Opex	2,602,261	818,317	3,420,578	Rates	Current Account	Loan - 5 Year
400215 (Structures Components Replacements)	Capex	13,913	43,741	57,654	Rates	Current Account	Loan - 5 Year
400221 (Environmental Renewals)	Capex	10,575	40	10,615	Rates	Current Account	Loan - 5 Year
400222 (Traffic Services Renewals)	Capex	1,631	743,779	745,410	Rates	Current Account	Loan - 5 Year

Appendix A - Option 1

					Funding Options		
Project/ GL code	**Expense Type**	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Option 1A**	**Option 1B**	**Option 1C**
2025 and 2026 Expenditure		0	753,219	753,219	Rates	Current Account	Loan - 5 Year
Total – Operations		**11,528,541**	**3,100,000**	**14,628,541**			
Financial Implications – Pothole Prevention Work Categories							
400111 (Sealed Pavement Maintenance)	Opex	3,949,399	910,536	4,859,935	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400112 (Unsealed Pavement Maintenance)	Opex	413,066	323,628	736,694	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400113 (Routine Drainage Maintenance)	Opex	574,304	532,852	1,107,156	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400211 (Unsealed Road Metalling)	Capex	455,093	235,971	691,064	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400212 (Sealed Road Resurfacing)	Capex	2,432,670	843,330	3,276,000	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400213 (Drainage Renewals)	Capex	22,693	501,793	524,486	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
400214 (Sealed Road Pavement Rehabilitation)	Capex	8,117,365	-4,490,167	3,627,198	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
2025 and 2026 Expenditure		0	7,436,747	6,294,690	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
Total – Potholes		**15,964,590**	**6,294,690**	**21,117,223**			

Appendix A - Option 1

					Funding Options		
Project/ GL code	**Expense Type**	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Option 1A**	**Option 1B**	**Option 1C**
Financial Implications – Improvements Work Categories							
400324 (Low Cost Low Risk)	Capex	180,001	-180,001	0	None	None	None
2025 and 2026 Expenditure		0	885,311	885,311	NZTA Subsidy	NZTA Subsidy	NZTA Subsidy
Total – Improvements		**180,001**	**705,310**	**525,309**			
Financial Implications – Walking and Cycling Work Categories							
400124 (Walking & Cycling)	Opex	239,867	-184,299	55,568	Current account	Current account	Current account
400125 (Footpath Maintenance)	Opex	73,806	160,302	234,108	Current account	Current account	Current account
400224 (Cycle Path Renewal)	Capex	0	0	0	Current account	Current account	Current account
400225 (Footpath Renewal)	Capex	581	76,411	76,992	Current account	Current account	Current account
Total – Walking and Cycling		**314,254**	**52,414**	**366,668**			

Appendix B

Financial Implications – Operations Work Categories		
Project/ GL code	**Expense Type**	**Original budget ($000's)**
400114 (Structures Maintenance)	Opex	446,610
400121 (Environmental Maintenance)	Opex	3,148,685
400122 (Network Service Maintenance)	Opex	3,607,658
400123 (Network Operations)	Opex	1,041,527
400131 (Rail Level Crossing Maintenance)	Opex	22,785
400140 (Minor Events)	Opex	632,896
400151 (Network & Asset Management)	Opex	2,602,261
400215 (Structures Components Replacements)	Capex	13,913
400221 (Environmental Renewals)	Capex	10,575
400222 (Traffic Services Renewals)	Capex	1,631
2025 and 2026 Expenditure		0
Total – Operations		**11,528,541**
Financial Implications – Pothole Prevention Work Categories		
400111 (Sealed Pavement Maintenance)	Opex	3,949,399
400112 (Unsealed Pavement Maintenance)	Opex	413,066
400113 (Routine Drainage Maintenance)	Opex	574,304

400211 (Unsealed Road Metalling)	Capex	455,093
400212 (Sealed Road Resurfacing)	Capex	2,432,670
400213 (Drainage Renewals)	Capex	22,693
400214 (Sealed Road Pavement Rehabilitation)	Capex	8,117,365
2025 and 2026 Expenditure		0
Total – Potholes		**15,964,590**
Financial Implications – Improvements Work Categories		
400324 (Low Cost Low Risk)	Capex	180,001
2025 and 2026 Expenditure		0
Total – Improvements		**180,001**
Financial Implications – Walking and Cycling Work Categories		
400124 (Walking & Cycling)	Opex	239,867
400125 (Footpath Maintenance)	Opex	73,806
400224 (Cycle Path Renewal)	Capex	0
400225 (Footpath Renewal)	Capex	581
Total – Walking and Cycling		**314,254**

		Funding Option
Proposed adjustment	**Proposed budget**	**Option 2**
-27,540	419,070	Divert from Potholes
2,469,390	5,618,075	Divert from Potholes
-1,363,043	2,244,615	Divert from Potholes
-184,949	856,578	Divert from Potholes
2,215	25,000	Divert from Potholes
-155,169	477,727	Divert from Potholes
818,317	3,420,578	Divert from Potholes
43,741	57,654	Divert from Potholes
40	10,615	Divert from Potholes
743,779	745,410	Divert from Potholes
753,219	753,219	Divert from Potholes
3,100,000	**14,628,541**	
910,536	4,859,935	NZTA Subsidy
323,628	736,694	NZTA Subsidy
532,852	1,107,156	NZTA Subsidy

235,971	691,064	NZTA Subsidy
843,330	3,276,000	NZTA Subsidy
501,793	524,486	NZTA Subsidy
-8,117,365	0	NZTA Subsidy
7,436,747	6,294,690	NZTA Subsidy
2,667,492	**17,490,025**	
-180,001	0	None
885,311	885,311	NZTA Subsidy
705,310	**885,311**	
-184,299	55,568	Current account
160,302	234,108	Current account
0	0	Current account
76,411	76,992	Current account
52,414	**366,668**	

Appendix C

Financial Implications – Operations Work Categories		
Project/ GL code	**Expense Type**	**Original budget ($000's)**
400114 (Structures Maintenance)	Opex	446,610
400121 (Environmental Maintenance)	Opex	3,148,685
400122 (Network Service Maintenance)	Opex	3,607,658
400123 (Network Operations)	Opex	1,041,527
400131 (Rail Level Crossing Maintenance)	Opex	22,785
400140 (Minor Events)	Opex	632,896
400151 (Network & Asset Management)	Opex	2,602,261
400215 (Structures Components Replacements)	Capex	13,913
400221 (Environmental Renewals)	Capex	10,575
400222 (Traffic Services Renewals)	Capex	1,631
2025 and 2026 Expenditure		0
Total – Operations		**11,528,541**
Financial Implications – Pothole Prevention Work Categories		
400111 (Sealed Pavement Maintenance)	Opex	3,949,399
400112 (Unsealed Pavement Maintenance)	Opex	413,066
400113 (Routine Drainage Maintenance)	Opex	574,304

400211 (Unsealed Road Metalling)	Capex	455,093
400212 (Sealed Road Resurfacing)	Capex	2,432,670
400213 (Drainage Renewals)	Capex	22,693
400214 (Sealed Road Pavement Rehabilitation)	Capex	8,117,365
2025 and 2026 Expenditure		0
Total – Potholes		**15,964,590**
Financial Implications – Improvements Work Categories		
400324 (Low Cost Low Risk)	Capex	180,001
2025 and 2026 Expenditure		0
Total – Improvements		**180,001**
Financial Implications – Walking and Cycling Work Categories		
400124 (Walking & Cycling)	Opex	239,867
400125 (Footpath Maintenance)	Opex	73,806
400224 (Cycle Path Renewal)	Capex	0
400225 (Footpath Renewal)	Capex	581
Total – Walking and Cycling		**314,254**

		Funding Option
Proposed adjustment	**Proposed budget**	**Option 3**
-27,540	419,070	Divert from Potholes
0	3,148,685	None
-1,363,043	2,244,615	Divert from Potholes
-184,949	856,578	Divert from Potholes
2,215	25,000	Divert from Potholes
-155,169	477,727	Divert from Potholes
187,707	3,420,578	Divert from Potholes
43,741	57,654	Divert from Potholes
40	10,615	Divert from Potholes
743,779	745,410	Divert from Potholes
753,219	753,219	Divert from Potholes
0	**12,159,151**	
910,536	4,859,935	NZTA Subsidy
323,628	736,694	NZTA Subsidy
532,852	1,107,156	NZTA Subsidy

235,971	691,064	NZTA Subsidy
843,330	3,276,000	NZTA Subsidy
501,793	524,486	NZTA Subsidy
-4,490,167	3,627,198	NZTA Subsidy
7,436,747	6,294,690	NZTA Subsidy
6,294,690	**21,117,223**	
-180,001	0	None
885,311	885,311	NZTA Subsidy
705,310	**885,311**	
-184,299	55,568	Current account
160,302	234,108	Current account
0	0	Current account
76,411	76,992	Current account
52,414	**366,668**	

File Number: A6947621

Author: Rebecca Gallagher, Senior Policy Analyst

Authoriser: Emily Watton, General Manager Strategy and Community (Acting)

COMMUNITY BOARD FUNDING FOR ANNUAL PLAN 2026/27

PURPOSE

This paper considers the Community Board budgets and potential funding options for Community Boards for the Annual Plan 2026/27. Changes to rating arrangements for Community Boards are required to reflect the Community Board model determined by the Local Government Commission for the 2025-28 and 2028-31 trienniums.

RECOMMENDATION

THAT Council for the purposes of consultation:

Sets a Targeted Rate for the Community Boards, based on the Community Board areas of representation as contained in **Attachment A**.

AND

That Council proposes set Targeted Rates as follows (GST inclusive):

- Katikati Community Board area: $12.66 per rateable property
- Waihī Beach Community Board area: $15.34 per rateable property
- Maketu Community Board area: $58.65 per rateable property
- Te Puke Eastern Community Board area: $20.19 per rateable property
- Ōmokoroa Kaimai Community Board area: $16.02 per rateable property

AND

That the Community Boards are partially funded by General Rates at approximately $9.65 (GST inclusive) per rateable unit.

AND

That a grant of approximately $1,312 (GST inclusive) from General Rates be allocated to Marae on Matakana and Rangiwaea Islands noting that ratepayers on these Islands are not included within a community board area of benefit.

EXECUTIVE SUMMARY

1. Due to the timing of the Local Government Commission decision on our representation arrangements, there was insufficient time to consider the future funding of Community Boards, in the Annual Plan 2025/26, given consultation

requirements. Council's decision in the Annual Plan 2025/26 was to consider the future funding approach in the 2026/27 Annual Plan.

2. Three funding options are proposed for Community Boards for 2026/27 and beyond. The first option is a hybrid approach, with the general rate covering administrative costs only, and a targeted rate applied across each community board area to fund both local initiatives and remuneration. The second option is also a hybrid approach, where the general rate covers remuneration and administrative costs, while a targeted rate across each community board area funds local initiatives such as grants. The third option is to fund Community Boards entirely through a targeted rate across each community board area

3. We have also reviewed the Community Boards budgets, considering past spending and changes from the representation review. Workshops with each Community Board were held in December 2025. We received feedback from each Community Board with two Community Boards wishing to increase their budgets to reflect their increase in size and area of benefit.

STRATEGIC ALIGNMENT

1) This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☒
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☐
Responding to climate change	☐

BACKGROUND

4. The Representation Review determined the Council's approach to community boards for the next two trienniums (2025-2028 and 2028-2031). Council resolved its final proposal at the 20 November 2024 Council meeting (agenda link). The Local Government Commission made its determination on the representation arrangements for Western Bay of Plenty District Council on 8 April 2025, following consideration of appeals/objections.

5. Council's five Community Boards were previously funded through a targeted rate applied to properties within a defined area of benefit. These areas generally aligned with the communities of interest represented by each Community Board.

6. However, due to the timing of the Local Government Commission determination, it was not possible to consult on introducing new targeted rates to reflect the new

community board structure and boundaries. As a result, the decision was made to fund the Community Boards for the 2025/26 financial year via General Rates, with the future funding decision to be considered through the 2026/27 Annual Plan.

7. The determination of the Local Government Commission provides for the majority of the district to be represented by a community board. The key changes to community boards are as follows:

Determination	**Change**	**Rating Impact**
Katikati Community Board	One appointed Councillor Reduced area of representation	Minor change to the area of benefit (Total Katikati Community Board rateable properties: 4913).
Waihī Beach Community Board	One appointed Councillor	No change. (Total Waihī Beach Community Board rateable properties: 3244).
Maketu Community Board	Expanded area of representation. One appointed Councillor	Change to the area of benefit (Total Maketu Community Board rateable properties: 681).
Te Puke-Eastern Community Board	Expanded Te Puke Community Board. Increase to five Members with two subdivisions. Increased area of representation.	Change to the area of benefit (Total Te Puke-Eastern rateable properties: 6994).
Ōmokoroa-Kaimai Community Board	Expanded Ōmokoroa Community Board. Increase to six Members with three subdivisions. Increased area of representation.	Change to the area of benefit (Total Ōmokoroa-Kaimai Community Board rateable properties: 7904).

Proposed Community Board Budgets

8. The below table sets out the proposed Community Board budgets for Annual Plan 2026/27 compared to the previous year:

Community Board	AP25/26	Budget AP26/27
Waihī Beach	$86,484	$84,615
Katikati	$99,670	$99,518
Ōmokoroa - Kaimai	$107,244	$149,925
Te Puke - Eastern	$140,102	$178,697
Maketu	$88,052	$73,685

9. The budgets for Maketu and Waihī Beach have been adjusted to better match actual spend over the past three years. This change is aimed at reducing the build-up of reserves and making sure funding is used where it's needed most. Looking at past spending, the budgets were higher than what is typically used, which has led to reserves growing over time. This proposed approach was discussed with the Community Boards at their December 2025 workshops. Maketu and Waihī Beach have confirmed they agree with the proposed Annual Plan budget for 2026/27, however, wish to review the budget again for 2027/28.

10. The Ōmokoroa–Kaimai Community Board budget reflects an overall increase, driven primarily by higher remuneration costs associated with a larger number of board members, as well as an increase in the grants budget to align with the expanded representation area of the Board.

11. The Te Puke–Eastern Community Board has proposed a budget increase to support its areas of priority. This includes additional funding for events, feasibility studies and local projects, along with increased budget allocation for street decoration and community safety.

Funding Options

12. To provide clarity and consistency in how Community Boards are funded from 2026/27 onwards, three options are proposed for consideration:
    a. Option 1: Hybrid Model of General Rate and Targeted Rate (Administration only). This option proposes that only administrative costs of operating Community Boards would be funded through the general rate. A targeted rate applied to properties within each board's area as outlined in Attachment A would then cover Community Board remuneration and local initiatives including community grants and projects such as street decoration.
    b. Option 2: Hybrid Model of General Rate and Targeted Rate (Administration and Remuneration including milage). This option proposes that administrative costs associated with operating Community Boards (such as governance support and board members remuneration) be funded through the general rate. In addition, a targeted rate would be applied to fund local initiatives such as community grants and local projects like street decoration.

c. Option 3: Full Targeted Rate Funding. Under this approach, Community Boards would be funded entirely through a targeted rate applied to properties within each board's area as outlined in Attachment A.

13. An option to fully fund Community Boards through general rates has not been considered because it does not align with the Revenue and Financing Policy, which specifies that Community Boards are funded via targeted rates. Using only general rates would unfairly impact Matakana and Rangiwaea Island residents, who do not benefit from a Community Board. It also does not reflect the significant costs associated with operating the Maketu Community Board due to its smaller number of rateable properties to spread the cost over.

14. The table below sets out a comparison of how the Community Boards were funded in 2024/25 and 2025/26, compared with the proposed options for 2026/27 (all rates are inclusive of GST).

Community Board Targeted Rate	**2024/25**	**2025/26**	**Option 1**	**Option 2**	**Option 3**
Waihī Beach	$29.50	$0	$15.34	$5.43	$30.00
Katikati	$23.41	$0	$12.66	$5.50	$23.29
Ōmokoroa - Kaimai	$34.80	$0	$16.02	$6.13	$21.81
Te Puke - Eastern	$31.57	$0	$20.19	$10.69	$29.38
Maketū	$184.64	$170.79	$58.65	$22.41	$124.43
UAGC	$0	$24.92	$9.65	$19.57	$0

15. Please note that the primary reason for the decrease in targeted rates for both the Ōmokoroa–Kaimai and Te Puke–Eastern Community Boards is the substantial increase in the number of rateable properties within their areas following the recent representation review.

16. Workshops with the Community Boards were held from 2 December to 12 December 2025. The Community Boards at those workshops indicated the following preferred options: Maketū, Te Puke–Eastern and Ōmokoroa–Kaimai both prefer Option 2, while Katikati and Waihī Beach prefer Option 1.

17. The existing five existing community boards also have reserve accounts. These have been accumulated from the existing areas of benefit for use in that area. Consideration should be given to how these reserve balances are to be used going forward, noting that any change to the purpose of a reserve requires public consultation. This is primarily an issue for Ōmokoroa-Kaimai Community Board and Te Puke – Eastern Community Board and will be discussed with them. Initial direction

through the Annual Plan 2025/26 was that these should be ringfenced for the area of benefit from which they were collected.

ISSUES AND OPTIONS ANALYSIS

18. The tables below set out the advantages and disadvantages of the options for Council's consideration:

Option 1:

Option 1: **Recommended**	**Hybrid Model of General Rate and Targeted Rate (Administration only)** **That Council sets a Targeted Rate for the Community Boards based on the current Community Board area of representation as contained in Attachment A.** **AND** **That Council proposes to set Targeted Rates as follows (GST inclusive):** ○ **Katikati Community Board area: $12.66 per rateable property** ○ **Waihī Beach Community Board area: $15.34 per rateable property** ○ **Maketu Community Board area: $58.65 per rateable property** ○ **Te Puke Eastern Community Board area: $20.19 per rateable property** ○ **Ōmokoroa Kaimai Community Board area: $16.02 per rateable property** **AND** **That the Community Boards are partially funded by General Rates at approximately $9.65 (GST inclusive) per rateable unit.** **AND** ○ **That a grant of approximately $1,312 (GST inclusive) from General Rates be allocated to Marae on Matakana and Rangiwaea Islands noting that ratepayers on these Islands are not included within a community board area of benefit.**
Advantages	• Ensures everyone is contributing towards the funding of community boards.

	• The scale of the funding would deliver a budget that will allow the new community boards to deliver on their aspirations. • Considers the impact of the higher cost of operating the Maketu Community Board and ensures that the district is not subsidising Maketu residents, who are the ones that primarily benefit from their community board. • Ensures the direct costs of representation are funded by those they represent.
Disadvantages	• Does not comply with the Revenue and Financing Policy, as adopted alongside the Long Term Plan 2024-34, which says that community boards will be funded by targeted rates. The decision would be made with consideration for section 80 of the Local Government Act, 'Identification of Inconsistent Decision'. This requires an explanation of the inconsistency and reasons for it. The change could be considered as part of the upcoming review of the Revenue and Financing Policy alongside the LTP. • May be perceived to reduce transparency around the cost of community boards, as it is not a separate rate. • Some properties will be paying for a Community Board where they previously have not e.g. properties in the Te Puke/Eastern and Ōmokoroa/Kaimai Community Board areas (this would require consultation through the Annual Plan). • Matakana Island ratepayers would contribute funding but are not represented by a community board. • Grant to Matakana and Rangiwaea residents creates ongoing administration including regarding who and where the funds are spent. • May be perceived as treating one Community Board differently to others.
Financial Summary	
Impact on rates per annum	This is a change in how Community Boards were funded in 2025/26:

	$210,749 by way of general rates (UAGC) and $375,691 funded by way of Targeted Rates.
Ongoing impact on future years	Not applicable, rates and budgets are set each year.

Option 2

Option 2:	Hybrid Model of General Rate and Targeted Rate (Administration and Remuneration) That Council sets a Targeted Rate for the Community Boards based on the current Community Board area of representation as contained in **Attachment A**. AND That Council proposes to set Targeted Rates as follows (GST inclusive): ○ Katikati Community Board area: $5.50 per rateable property ○ Waihī Beach Community Board area: $5.43 per rateable property ○ Maketu Community Board area: $22.41 per rateable property ○ Te Puke Eastern Community Board area: $10.69 per rateable property ○ Ōmokoroa Kaimai Community Board area: $6.13 per rateable property AND That the Community Boards are partially funded by General Rates at approximately $19.57 (GST inclusive) per rateable unit. AND That a grant of approximately $2,661 (GST inclusive) from General Rates be allocated to Marae on Matakana and Rangiwaea Islands noting that ratepayers on these Islands are not included within a community board area of benefit.
Advantages	• Ensures everyone is contributing towards the funding of community boards. • The scale of the funding would deliver a budget that will allow the new community boards to deliver on their aspirations.

	• Considers the impact of the higher cost of operating the Maketu Community Board and ensures that the district is not subsidising Maketu residents, who are the ones that primarily benefit from their community board.
Disadvantages	• Does not comply with the Revenue and Financing Policy, as adopted alongside the Long Term Plan 2024-34, which says that community boards will be funded by targeted rates. The decision would be made with consideration for section 80 of the Local Government Act, 'Identification of Inconsistent Decision'. This requires an explanation of the inconsistency and reasons for it. The change could be considered as part of the upcoming review of the Revenue and Financing Policy alongside the LTP. • May be perceived to reduce transparency around the cost of community boards, as it is not a separate rate. • Some properties will be paying for a Community Board where they previously have not e.g. properties in the Te Puke/Eastern and Ōmokoroa/Kaimai Community Board areas (this would require consultation through the Annual Plan). • Matakana Island ratepayers would contribute funding but are not represented by a community board. • Grant to Matakana and Rangiwaea residents creates ongoing administration including regarding who and where the funds are spent. • May be perceived as treating one Community Board differently to others.
Risks	• Is the second year Council would have been inconsistent with its Revenue and Financing Policy. • No agreement as to where the grant fund for Matakana and Rangiwaea are to be spent.
Financial Summary	
Impact on rates per annum	This is a change in how Community Boards were funded in 2025/26:

	$427,243 by way of general rates (UAGC) and $159,197 funded by way of Targeted Rates.
Ongoing impact on future years	Not applicable, rates and budgets are set each year.

Option 3

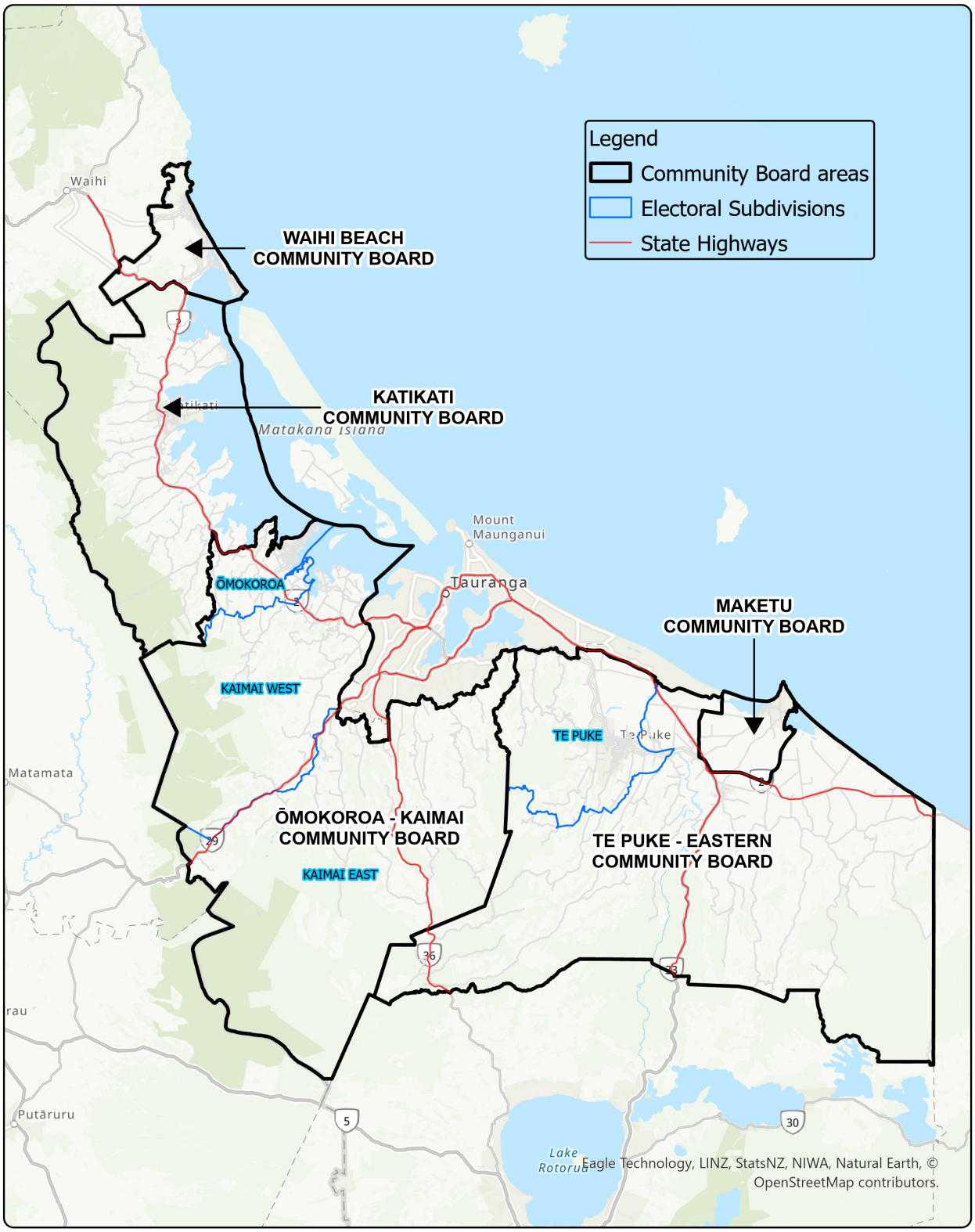
Option 3:	That Council sets a Targeted Rate for the Community Boards based on the Community Board area of representation as contained in **Attachment A**. AND That Council proposes to set the Targeted Rates (including GST) as follows: ○ Katikati Community Board area: $23.29 per rateable property ○ Waihī Beach Community Board area: $30 per rateable property ○ Maketu Community Board area: $124.43 per rateable property ○ Te Puke Eastern Community Board area: $29.38 per rateable property ○ Ōmokoroa Kaimai Community Board area: $21.81 per rateable property
Advantages	• Is consistent with the Revenue and Financing Policy. • Ensures everyone who benefits from a Community Board contributes to the cost of delivering them. • Encourages accountability of community boards to their areas of benefit. • Allows for variations in the budget between community boards. • Easy to administer. • Allows consistency of funding. • The scale of the funding would deliver a budget that should allow the community boards to deliver on their aspirations.

Disadvantages	• The rates vary across the district due to the differences in number of rateable properties across the district. This could result in perceived unfairness. • Some properties will be paying for a Community Board where they previously have not e.g. properties in the Te Puke/Eastern and Ōmokoroa/Kaimai Community Board areas (this would require consultation through the Annual Plan).
Financial Summary	
Impact on rates per annum	This is a change in how Community Boards were funded in 2025/26: A total of $586,440 to be funded by Targeted Rates.
Ongoing impact on future years	Not applicable, rates and budgets are set each year.

ATTACHMENTS

Attachment A – Community Board representation areas.

Attachment A



Produced using ArcMap by the Western Bay of Plenty District Council GIS Team.
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Location of services is indicative only. Council accepts no liability for any error.
Archaeological data supplied by NZ Archaeological Assoc/Dept. of Conservation.

Email: gis@westernbay.govt.nz
Date: 25/11/2025
Operator: mlb
Map: E:\Shape\MLB\2024\Representation Review 2024\Community Boards - 2025.aprx

Scale A4 - 1:400,000
0 1 2 4 6 8 10 12 14 16 18 20 Kilometres

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WESTERN BAY OF PLENTY DISTRICT COUNCIL
COMMUNITY BOARDS 2025
AND ELECTORAL SUBDIVISIONS

N

File Number: A6947621

Author: Rebecca Gallager, Senior Policy Analyst

Authoriser: Bradley Singh, General Manager Infrastructure

POLICY FOR COMMUNITY ROADING ALLOCATION REVIEW AND ANNUAL PLAN IMPACTS

PURPOSE

1. The purpose of this paper is to seek Council endorsement of a review of the Policy for Allocation of Community Roading Funding ('the Policy') and to agree the budgets for the Annual Plan 2026/27.

RECOMMENDATION

That Council:

1. Review the Policy for Allocation of Community Roading Funding with the implementation of the policy to be considered through the Long Term Plan 2027-37

   AND

2. Reduce the community roading funding to a total of $500,000 in the 2026/27 Annual Plan and allocate the funds in line with the Policy for Allocation of Community Roading Funding as follows:

Community Roading Area	2026/27
Katikati	$106,700
Maketū	$44,150
Ōmokoroa	$63,600
Te Puke	$190,350
Waihī Beach	$95,200
Total	500,000

EXECUTIVE SUMMARY

2. Council is asked to make a short-term decision on the 2026/27 Community Roading allocation to inform the Annual Plan 2026/27.
3. In parallel, Council is recommended to make a decision to review the Community Roading Allocation Policy (the Policy).
4. The longer-term decisions on the policy are recommended to be progressed following a review of Community Boards' roles and delegations and Community Boards are given the opportunity to outline how (and to what extent) they may wish to be involved in prioritising and overseeing delivery of transport outcomes.
5. Council adopted the Policy in 2014, to establish a framework for allocating discretionary roading funds across district, rural, and urban improvements. The

allocation model distributes funding among five urban areas: Waihī Beach, Katikati, Ōmokoroa, Te Puke, and Maketū. These allocations are based on Vehicle Kilometres Travelled (VKT), population, and property numbers. Ōmokoroa's share was reduced to reflect its newer infrastructure.

6. The Policy aims to fund local roading improvements such as drainage, footpaths, cycleways, lighting, signage, and traffic safety measures. Since 2022, approximately 49 projects have been funded from this allocation. NZTA subsidies are not usually attributed to these projects

7. Between 2022 and June 2026 a total of $3,246,869 has been allocated for community roading. Current reserve balances show significant reserves, with Te Puke holding the largest.

8. Changes in Community Board representation arrangements have altered Community Board boundaries. Community Boards are currently reviewing their roles and preparing Action Plans; their capacity and appetite to influence or lead Community Roading is not yet clear.

9. Short-term options for the 2026/27 Annual Plan, range from removing the allocation to retaining it at $904,061, to reducing it to zero for the 2026/27 year. The long-term options include revoking or reviewing the Policy.

10. The recommended approach is to make a proportionate holding decision for 2026/27 and defer substantive Policy changes to be part of the Long Term Plan 2027–37 development process, after Community Boards' roles and involvement are clarified.

STRATEGIC ALIGNMENT

11. This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☒
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☐

BACKGROUND

12. Through the Annual Plan 2025/26, Council resolved to review the Policy in light of the changes to the Community Boards' representation arrangements.

13. The objective of the Policy, which was adopted in 2014, is to provide a framework for allocating Council's discretionary roading funding between District improvements, rural community, rural urban community and urban community improvements.

LONG TERM POLICY DECISION

14. The Community Roading Policy was originally developed to provide a clear and transparent framework for allocating discretionary roading funds across the district. Since its adoption, the way Council delivers the Transportation activity has evolved significantly, reflecting changes in priorities and operational approaches.

15. In the current economic environment, with financial constraints affecting both the community and the Transportation Activity, Council must consider whether continued funding of discretionary Community Roading projects remains a priority. This is particularly important as we work to maintain agreed Levels of Service for core activities such as maintenance, operations, and renewals.

16. While projects such as footpath extensions, street lighting, and bus shelters are strongly valued by Community Boards and the wider community, these benefits need to be weighed against the imperative to fund essential services. The rationale for reviewing this Policy is to ensure that limited resources are allocated in a way that best supports service delivery and long-term sustainability.

17. Recent changes to representation and the imminent review of Community Board roles/delegations create uncertainty about how Boards wish to engage with Community Roading:

    (a) Representation Review impacts: Community Board coverage and boundaries have changed (e.g., Te Puke–Eastern Community Board now covers the wider Maketū–Te Puke Ward (excluding Maketū); Ōmokoroa–Kaimai Community Board covers the entire Kaimai Ward). This has increased rural properties contributing to Board funding and may raise expectations for rural involvement in roading outcomes—even though the Policy's urban focus and the 60:40 rural/urban split were designed for the previous structure.

    (b) Board capacity and prioritisation: Boards have limited time and staff-supported meetings/workshops (around eight meetings and eight workshops per year, typically three hours each). There is a risk that dedicated community roading funding could dominate limited Board time or, conversely, stall decision-making if Boards are spread too thin across broader responsibilities.

    (c) Governance clarity: The Policy expects Boards to prioritise projects in their areas. In practice, prioritisation has often not occurred or has focused on costs rather than strategic fit. Before resetting the Policy, Council should

understand how Boards intend to engage in the process (via advocacy, prioritisation, or delivery oversight).

CURRENT STATE

What is Community Roading?

18. The Policy has a broad definition of the works to be funded by the Community Roading Allocation. The definition is as follows:

"Typically means but are not limited to drainage improvements, new kerb and channel, new footpaths, cycleways, new traffic and pedestrian improvements, street lighting improvements, road signage, intersection improvements, traffic calming thresholds and street tree planting"

How much has been allocated?

19. Between 2022 and June 2026 a total of $3,246,869 has been allocated for community roading projects. This funding has enabled a range of projects including the design of the Beach Road Pedestrian Refuge along with footpath extensions in Waihī Beach; cycleway and footpath extensions along with street chair refurbishments in Te Puke; installation of cycle racks at McDonnel Street and streetlight installation in Ōmokoroa; bus shelters and upgrades to the Beach Road Carpark bike rake in Maketū; footpath extension, tree removal and bus shelter installations in Katikati.

20. Annual allocations for Community Roading from 2022 to 2025/26 are as follows:

Community Roading Area	2021/22	2022/23	2023/24	2024/25	2025/26
Katikati	162,444	167,640	176,028	-	186,756
Maketū	67,226	69,372	72,852	-	77,292
Ōmokoroa	96,855	99,960	104,952	-	111,360
Te Puke	289,800	299,076	314,028	-	333,180
Waihī Beach	144,900	149,532	157,020	-	166,596
Grand Total	761,225	785,580	824,880	-	875,184

21. Note that the decision in 2024/25 was that no allocation would be provided for one year to encourage the spending of the reserve.

22. The third year of the Long Term Plan had a proposed $904,061 to be allocated in 2026/27. The budget can be changed through this Annual Plan.

23. Current balances of the Community Roading Allocation and commitments as at 31 December 2025:

Community Roading Area	Opening balance as at 1 July 2025	Income allocation 25/26 year	Less: Current Year transactions and Committed Funds	Closing balance after committed funds as at 31 December 2025
Katikati	180,892	186,756	(18,772)	348,876
Maketū	248,094	77,292	(189,663)	135,723
Ōmokoroa	81,847	111,360	(27,420)	165,787
Te Puke	884,518	333,180	(641,249)	576,449
Waihī Beach*	(126,852)	166,596	(269,692)	(229,948)

*Resolution WBC25-2.6 - Waihi Beach Community Board agreed to fund the pedestrian refuge on Beach Road at an estimated cost of $203,500 from the uncommitted funds in the Community Roading Account with the remainder of the project cost to be funded from the Waihī Beach Community Board Reserves Account.

What is the Allocation Model?

24. The Policy requires several steps when determining the allocation for Community Roading. Council first estimates the total roading income for the financial year, including roading rates, financial contributions and NZTA subsidies. From this, it deducts the costs required to maintain agreed Levels of Service for maintenance, operations and renewals. The remaining amount becomes the discretionary balance.

25. Through the Annual Plan or Long Term Plan process, Council then prioritises the strategic roading projects and subtracts their costs from the discretionary balance. The funds left after this step form the budget for Discretionary Community Roading Works. Council then decides how to allocate this budget between district-wide projects and Community Roading Projects.

26. Funding for Community Roading Projects is split 60:40 between rural communities (including rural urban areas) and urban community roading areas, based on roading rates revenue. The 40% urban share is distributed among Waihī Beach, Katikati, Ōmokoroa, Te Puke, and Maketū according to weightings based on an average percentage assessment of combined vehicle kilometres travelled, population, and property numbers. These weightings are to be updated after each census.

27. As overall funding changes due to under or overspending on other projects, allocations to individual urban communities adjust proportionally. Within each community roading area, projects are prioritised by the relevant Community Board.

28. The following table outlines the split between each Community Roading Area. This split has not been updated since the Policy was adopted in October 2014.

Table 1 – Current Community Roading Area Allocation

Community Roading Area	% of Allocation	Long Term Plan Year 3 - Allocation
Katikati	21.34%	$192,925
Maketū	8.83%	$79,840
Ōmokoroa	12.72%	$115,029
Te Puke	38.07%	$344,178
Waihi Beach	19.04%	$172,089
Total Allocation	100.0%	$904,061

Key Issues with Current Policy Settings

29. Several challenges have been identified with the current Policy. These are summarised below:

Issue 1: Funding Allocation and Policy Application

30. If Council chooses to maintain this allocation, several concerns arise:

a. Complexity of Calculation: The method for determining the discretionary funding amount is complex, reliant on census data updates, and lacks transparency.

b. Misalignment with Strategic Priorities: The current calculation does not require consideration of Levels of Service, creating a potential risk of funding projects that do not align with Council's objectives. Previously, Community Roading Development Plans were developed collaboratively with Council, Community Boards, and the community, but these plans have not been updated for many years and required significant staff resource.

c. Limited Impact: NZTA subsidies are not usually attributed to these projects, limiting their effectiveness (noting that NZTA subsidies are capped and often only cover 51% of a project cost. The NZTA subsidy for low cost low risk has previously been $0, but recently increased to $1.6m including local share). The limited funds impact areas like Maketū which receive the smallest allocation.

d. Unintended Reserve Accumulation: Four of the five Community Roading areas have accumulated reserves, even accounting for the year when funding was not allocated. These reserves are building up primarily due to challenges in spending allocations, including limited integration with Council's capital programme and delays in Community Board decision-making to prioritise

projects. As a general principle, Council should avoid rating for services that cannot be delivered within the same financial year.

Issue 2: Operational and Governance Challenges

31. Implementation of the Policy has led to operational inefficiencies, particularly regarding the role of Community Boards:

    a. Role Clarity: Although the Policy states that Community Boards should prioritise projects within their areas, in practice, Boards have often sought to manage projects more directly. In many cases, prioritisation has not occurred, with decisions focused primarily on project costs rather than strategic alignment or community need.

    b. Impact on Capital Programme: The current approach has created tension and inefficiencies within Council's capital programme, leading to misaligned priorities and delays in delivery.

    c. Programme Integration: Projects proposed by Community Boards often lack alignment with the broader capital programme, resulting in delays and inefficiencies.

Issue 3: Representation and Geographic Equity

32. Recent changes to the Community Board structure and boundaries, following the Representation Review, have introduced further complexity:

    a. Boundary Changes: The Te Puke Community Board has been replaced by the Te Puke – Eastern Community Board, which now covers the wider Maketū-Te Puke Ward (excluding Maketū). The Ōmokoroa Community Board has been replaced by the Ōmokoroa-Kaimai Community Board, which covers the entire Kaimai Ward. This has significantly increased the number of rural properties contributing to Community Board funding and therefore there may be an increased expectation or perception from rural communities regarding roading. The Policy currently provides that Community Roading Projects are based on 60:40 split between rural and urban community area.

    b. Potential Urban Focus Misalignment: The Policy was originally designed for five urban centres (Maketū, Ōmokoroa, Te Puke, Waihī Beach, and Katikati). With the inclusion of rural urban areas into the Community Board areas such as Te Puna and Paengaroa, expectations are likely to increase, but the Policy has not been updated to reflect this shift.

33. The challenges outlined above highlight the need for Council to reconsider whether the current Policy remains fit for purpose. A review would ensure that funding allocation, governance arrangements, and prioritisation processes align with strategic objectives, reflect current community structures, and deliver value for money in a constrained financial environment.

34. These issues reinforce the case for deferring any structural change to the Policy until the Council has clarity on the desired role and practical capacity of Community Boards in transport decision-making and Council's review of Community Board roles and delegations.

Community Board Involvement

35. Following the representation review, Council is undertaking a review of Community Board roles and delegations. The outcome of this work will be discussed with Council at a workshop in March 2026.

36. Community Boards are also preparing Action Plans to set out their priorities for the triennium. These plans are anticipated to include transport-related objectives, which may focus on advocacy rather than direct delivery. Understanding these aspirations will help us align support and resources effectively.

37. Each Board has eight formal meetings and eight workshops per year, supported by Council staff, with meetings typically lasting three hours. While Boards can meet outside these scheduled sessions, additional meetings do not receive staff support.

38. It is important to recognise the time and effort required for Boards to make informed decisions and see them implemented. While Boards are committed to serving their communities, they operate within limited time and resources. Providing a dedicated Community Roading fund without clarity on their capacity could unintentionally place pressure on Boards. We want to ensure that any funding approach enables Boards to contribute meaningfully without being overburdened.

39. The current Policy requires Community Boards to prioritise projects within their areas, and we aim to support them in doing so in a way that is practical and sustainable.

ISSUES AND OPTIONS ANALYSIS

Long-Term Policy Review

40. If Council intends to retain an allocation for community roading, there is a strong rationale for maintaining and updating the existing Policy so that it clearly reflects expectations for how the fund is to be used. At present, these expectations are not documented anywhere else, which increases the risk of inconsistent decision-making and uncertainty about where responsibility for particular decisions sits.

41. The following Policy options are to be considered in the context of the review of the Community Board roles/delegations:

    (a) Review the Policy for Allocation of Community Roading Funding with the implementation of the policy to be considered through the Long Term Plan 2027-37.

(b) Propose to revoke the Policy for Allocation of Community Roading Funding. If the Policy were revoked but a continued allocation was retained, Council would need to determine the parameters of the fund, how future allocations would (or would not) be made, and what level of decision-making authority Community Boards would hold.

42. A decision on the Community Roading allocation for the 2026/27 financial year is required, to inform the Annual Plan. This decision should be considered alongside (but not pre-empt) the review of the Policy.

Option 1A: Recommended	Review the Policy for Allocation of Community Roading Funding with the implementation of the policy to be considered through the Long Term Plan 2027-37
Advantages	• The Policy continues to set parameters for the use of and allocation of funding for Community Roading for the 2026/27 Annual Plan. • Would be undertaken alongside Community Boards and development of the Long Term Plan • Could create a transparent, measurable framework for funding decisions. • Could simplify calculation methods Cand align allocations with strategic objectives and levels of service outcomes. • Retains some level of community involvement while improving accountability. • Could address equity concerns by introducing clear prioritisation standards. • Allows adjustments to reflect new Community Board boundaries and urban/rural expectations.
Disadvantages	• May create short-term uncertainty for Community Boards during transition. • Potential resistance from stakeholders accustomed to the current approach. • Requires staff time and resources to review and consult on changes. • Risk that it could lead to disputes over interpretation of performance/impact criteria. However, this can be managed through implementation.
Option 1B:	Propose to revoke the Policy for Allocation of Community Roading Funding

Advantages	• Reflects the current economic environment that funds for discretionary projects are limited. • Simplifies the approach and removes the complex allocation calculation • Allows projects to be better aligned with Council's strategic priorities and Levels of Service • Reduces the significant administration requirements and provides governance clarity • Potential efficiencies with a more streamlined approach to progressing related projects.
Disadvantages	• May reduce perceived local decision-making and responsiveness to community needs • Risk of reduced governance visibility for small-scale local improvements. • Loss of dedicated funding for some community centred projects such as footpaths, lighting and bus shelters. • Could generate negative feedback from communities that value these projects. • Consultation with Community Boards on this matter has not yet been undertaken.

Options – 2026/27 Allocation

43. Direction regarding the total community roading fund for the Annual Plan 2026/27 is sought. These options are outlined below:

    (a) Reduce funding to $500,000.
    (b) Remove the community roading allocation for 2026/27.
    (c) Retain the current fund of $904,061.
    (d) Reduce funding to $250,000.

44. When assessing the funding options for 2026/27, several factors should be considered. Existing reserves and delivery constraints need to be evaluated, as the level of allocation could exacerbate these issues and/or limit the ability to deliver. It is also essential to avoid rating without a clear purpose for the funds, particularly where services cannot realistically be delivered within the financial year, as this could lead to inefficiencies and erode public trust. The funding approach also provides an opportunity to signal to Community Boards that 2026/27 will be a transitional year. This can help manage expectations, support

informed decision-making for future funding settings, and strengthen relationships by demonstrating transparency and strategic intent.

45. It is proposed that the current distribution method contained in the Policy continue to be applied for the 2026/27 year. While it is acknowledged that this method no longer aligns with the updated Community Board boundaries, retaining the existing approach for one further year will support Council in understanding the future implications of the fund. As part of the upcoming Policy review, changes to the distribution method may be considered. The review may explore a range of alternative approaches, including but not limited to:

    (a) An equal split among the five urban areas (Maketū, Katikati, Waihī Beach, Ōmokoroa, Te Puke).
    (b) A population-based allocation.
    (c) A project-based allocation, with Council selecting priority projects based on agreed criteria and timing.
    (d) Local targeted rates: Community Boards to increase funding through Community Board targeted rates.
    (e) Ward-based allocation: A working group of Community Board Chairs and Council staff could determine allocations at a ward level.

<table>
<tr><td>Option 2A:

RECOMMENDED</td><td>Reduce the community roading fund for 2026/27 to $500,000 and allocate the funds in line with the Policy for Allocation of Community Roading Funding, for the 2026/27 year, as follows:
<table><tr><th>Community Roading Area</th><th>Allocation</th></tr><tr><td>Katikati</td><td>$106,700</td></tr><tr><td>Maketū</td><td>$44,150</td></tr><tr><td>Ōmokoroa</td><td>$63,600</td></tr><tr><td>Te Puke</td><td>$190,350</td></tr><tr><td>Waihī Beach</td><td>$95,200</td></tr><tr><td>Total</td><td>$500,000</td></tr></table></td></tr>
<tr><td>Advantages</td><td>• Lower allocation reduces the risk of accumulating reserves due to delays in project delivery.
• Helps manage Council's overall budget pressures and ratepayer affordability in a constrained economic environment.
• Indicates that Council is reviewing the Policy and funding model, while still providing some funding for community priorities.
• Avoids rating for projects that cannot realistically be delivered within the financial year.</td></tr>
</table>

	• Provides a level of funds for 'discretionary' local roading improvements • Familiar process for Community Boards and staff • Consistent with existing Policy.
Disadvantages	• Less funding means fewer projects can be undertaken, which may disappoint communities and Boards. • Communities may view the reduction as a loss of commitment to local roading improvements. • Areas with limited reserves (e.g. Maketū) may struggle to progress even small-scale projects. • Boards may feel their ability to influence local outcomes is diminished. • Continues expenditure on items that may be deemed 'discretionary'. • May continue issues with reserve accumulation and misalignment with capital programme • Does not address concerns arising from Community Board boundary changes.

Financial Implications				
Project/GL code	Original budget ($000's)	Proposed adjustment ($000's)	Proposed budget ($000's)	Funding Source
Community Roading	500	-	500	Rates

Financial Summary	
Impact on rates per annum	No change to the draft Annual Plan 2026/27 rates requirement. Reduction in rates requirement of $404,000 from Long Term Plan.
Ongoing impact on future years	None. Future approach to be determined through the Long Term Plan.

Option 2B:	Remove the community roading fund for 2026/27.
Advantages	• Encourages the use of the remaining Community Roading Allocation reserves. • Reduces rates impact on the community for this year.

	• Recognises the current economic environment that there are limited funds available for 'discretionary' items. • Prevents further accumulation of reserves when delivery capacity is limited. • Clearly indicates that Council is reviewing/amending the Policy and funding approach, creating space for a comprehensive review without ongoing commitments. • Allows Council to focus resources on core roading priorities and Levels of Service rather than 'discretionary' projects.
Disadvantages	• Communities will have no dedicated funding for local roading improvements, which may lead to dissatisfaction. • Boards and residents may view removal as a reduction in Council's commitment to local priorities. • Areas with limited reserves (e.g. Waihī Beach) will have no ability to progress projects. • Boards may feel disempowered, which could affect their motivation and participation in other initiatives.

Financial Implications				
Project/GL code	Original budget ($000's)	Proposed adjustment ($000's)	Proposed budget ($000's)	Funding Source
Community Roading	500	(500)	0	Rates

Financial Summary	
Impact on rates per annum	Reduction in the draft Annual Plan 2026/27 rates requirement of $500,000. Reduction in rates requirement of $904,000 from Long Term Plan.
Ongoing impact on future years	None. Future approach can be determined through the Long Term Plan.

Option 2C:	Retain the total community road fund of $904,061 for Annual Plan 2026/27 and allocate the funds in line with the Policy for Allocation of Community Roading Funding, for the 2026/27 year, as follows:

Community Roading Area	Allocation

	Katikati	$192,925
	Maketū	$79,840
	Ōmokoroa	$115,029
	Te Puke	$344,178
	Waihi Beach	$172,089

Advantages	• Familiar process for Community Boards and staff • Preserves local decision-making and sense of autonomy • Alignment with the Long Term Plan 2024-34 budgets. • Avoids immediate disruption to any existing commitments and expectations.
Disadvantages	• Continues issues with reserve accumulation and misalignment with capital programme • Calculation method lacks transparency and has not been updated to reflect updated VKT, population and dwelling numbers. • Does not address equity concerns arising from Community Board boundary changes. • Limited impact due to size and lack of NZTA subsidies. • Reputational risk associated with continuing to fund 'discretionary' projects which may be considered "nice to have".

Financial Implications				
Project/GL code	Original budget ($000's)	Proposed adjustment ($000's)	Proposed budget ($000's)	Funding Source
Community Roading	500	404	904	Rates

Financial Summary	
Impact on rates per annum	Increase in the draft Annual Plan 2026/27 rates requirement of $404,000. No change to planned LTP budget.
Ongoing impact on future years	None. Future approach to be determined through the Long Term Plan.

<table>
<tr><td>Option 2D:</td><td>Reduce the community roading fund for 2026/27 to $250,000 and allocate the funds in line with the Policy for Allocation of Community Roading Funding, for the 2026/27 year, as follows:
<table>
<tr><th>Community Roading Area</th><th>Allocation</th></tr>
<tr><td>Katikati</td><td>$53,350</td></tr>
<tr><td>Maketū</td><td>$22,075</td></tr>
<tr><td>Ōmokoroa</td><td>$31,800</td></tr>
<tr><td>Te Puke</td><td>$95,175</td></tr>
<tr><td>Waihi Beach</td><td>$47,600</td></tr>
</table></td></tr>
<tr><td>Advantages</td><td>• Minimises the risk of accumulating unspent funds, given the delivery challenges and limited Board capacity.
• Clearly indicates that Council is reassessing the Community Roading approach and prioritising core services.
• With limited funding, Boards and Council will need to prioritise projects that deliver the most value.
• Provides a reduction in expenditure, helping Council manage financial pressures and ratepayer affordability.</td></tr>
<tr><td>Disadvantages</td><td>• Funding may only cover one or two small projects across all areas, reducing visible community benefits.
• Boards and residents may view this as a withdrawal of support for local roading improvements.
• Areas with minimal reserves (e.g. Maketū) may be unable to progress any projects for some time.
• Boards may feel disempowered.
• Does not address concerns arising from Community Board boundary changes.</td></tr>
<tr><td colspan="2">Financial Implications</td></tr>
<tr><td colspan="2"><table>
<tr><th>Project/GL code</th><th>Original budget ($000's)</th><th>Proposed adjustment ($000's)</th><th>Proposed budget ($000's)</th><th>Funding Source</th></tr>
<tr><td>Community Roading</td><td>500</td><td>(250)</td><td>250</td><td>Rates</td></tr>
</table></td></tr>
<tr><td colspan="2">Financial Summary</td></tr>
<tr><td>Impact on rates per annum</td><td>Reduction in the draft Annual Plan 2026/27 rates requirement of $250,000.</td></tr>
</table>

	Reduction in rates requirement of $654,000 from the Long Term Plan.
Ongoing impact on future years	None. Future approach to be determined through the Long Term Plan.

NEXT STEPS

46. The recommended option will be included in the Annual Plan 2026/27 supporting information.

47. In terms of the policy review (if this is the direction of Council), then the review will be undertaken over 2026. This review will build on the review of Community Board roles and delegations, ensuring clarity and alignment. Consideration of the Community Boards' Action Plans will also be necessary. Direct engagement on the review of the Policy would be undertaken with Community Boards.

48. A subsequent report would be presented to Council, providing options to amend the Policy and incorporating feedback from Community Boards. Finally, the Long Term Plan 2027–2037 would implement the outcomes of the Policy review, including confirming funding levels, determining the distribution method, and integrating these decisions with strategic priorities and Levels of Service.

File Number: A6965770

Author: Matt Potton

Authoriser: Miriam Taris

WATER SUPPLY DEFICIT FUNDING FOR ANNUAL PLAN 2026/27

PURPOSE

This paper considers options for addressing the forecast deficit in water supply of $2.49 million in 2026/27 and prevent further deficit increase

PREFERRED OPTION FOR THE PURPOSES OF BUDGETTING

That Council increases the volumetric water charge by 15% from $1.75/m3 to $2.01/m3

EXECUTIVE SUMMARY

The water supply activity is forecast to have a true operating deficit before capital expenditure of $2.49 million, this is due to revenue not being sufficient to adequately cash flow the costs.

The current true operating deficit to 30June 2025 was $3.96 million and if not addressed is forecast to increase to $6.45m.

STRATEGIC ALIGNMENT

1) This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☐
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☐

BACKGROUND

From 2024 to 2026 the water supply activity is forecast to have a true operating deficit of $3.96m. If not addressed in the 2026/2027 year this deficit is forecast to increase to $6.45m.

This has been casued by insufficient revenue to fund the combination of operating costs and loan repayments.

Through the Annual Plan 2025/26, volumetric charges were increased from $1.43 to $1.75 a cubic metre. The Long Term Plan 2024-2034 did not specifically indicate any increases on the volumetric rate.

A comparison of 21 other councils across the country found that the average cost of water including fixed and variable charges for the 2025/2026 year is estimated at $949. The estimate for Western Bay is $789.

The table below provides the comaprison split between fixed and variable charges

#	Council	Note	Fixed Water Charge	M3 Volumetric Charge	Volumetric Total using 220m3	Total Water Costs
1	Tasman		$542.60	$4.09	$899.80	$1,442.40
2	TCC		$41.17	$3.87	$851.40	$892.57
3	Whangarei		$602.00	$3.57	$785.40	$1,387.40
4	Matamata Piako		$769.28	$3.01	$662.20	$1,431.48
5	Nelson		$273.42	$2.76	$608.08	$881.50
6	Waipa		$229.71	$2.65	$583.00	$812.71
7	Whakatane	1	$294.60	$2.56	$563.20	$857.80
8	Dunedin		$671.80	$2.55	$561.00	$1,232.80
9	New Plymouth		$587.83	$2.32	$509.30	$1,097.13
10	Taupo	2	$957.79	2.27	$499.40	$1,457.19
11	Manawatu	3	$789.91	$2.20	$0.00	$789.91
12	Rotorua		$481.15	$2.15	$472.56	$953.71
13	Palmerston North		$487.00	$1.96	$431.87	$918.87
14	South Waikato		$600.35	$1.75	$385.00	$985.35
15	WBOPDC		$403.65	$1.75	$385.00	$788.65
16	Kapiti Coast		$318.60	$1.72	$378.40	$697.00
17	TCDC		$577.73	$1.71	$376.20	$953.93
18	Hastings		$762.00	$1.20	$264.00	$1,026.00
19	Whanganui	4	$347.14	$1.12	$0.00	$347.14
20	Napier		$371.60	$0.77	$169.87	$541.47
21	Waimakariri	5	$426.23	$0.00	$0.00	$426.23
	Average		**$501.69**	**$2.19**	**$446.94**	**$948.63**

Notes

1 – Whakatāne District has multiple supply areas with varying charges. the Whakatane city charges have been used for this comparison

2 - Taupō District has multiple supply areas with varying charges. the Taupo central charges have been used for this comparison

3 – Manawatu's volumetric charge comes into effect after 380m3 has been used

4 – Whanganui's volumetric charge comes into effect after 310m3 has been used

5 – Waimakariri has large variations in charges across its supply zones. this comparison has used the average of the 3 largest revenue zones being Rangiora, kaiapoi and woodend

ISSUES AND OPTIONS ANALYSIS

Option 1:

Option 1: RECOMMENDED	**That Council increases the volumetric water charge by 15% from $1.75/m3 to $2.01/m3**
Advantages	• Increases revenue for water supply by an estimated $1.03m. • Is consistent with a user pays philosophy • Does not further increase fixed charges
Disadvantages	• Very large water users will face higher than anticipated water usage costs • Does not fully address the forecast 2026/27 deficit of $2.49m
Risks	• Water consumption may reduce and lead to the revenue collected from volumetric charges being lower than anticipated • Water users dissatisfaction with costs increase leading to submissions
Financial Summary	
Impact on rates per annum	There is no impact to rates Water supply revenue is forecast to increase by $1.03m
Ongoing impact on future years	N/A – water supply is currently expected to transition to the new Water Services Organisation on 1 July 2027

Option 2

Option 2:	That Council increases the volumetric water charge by 15% from $1.75/m3 to $2.01/m3 and increases the fixed charges to fully recover the forecast deficit
Advantages	• Would prevent any further increase in the water supply deficit
Disadvantages	• Very large water users will face higher than anticipated water usage costs • Fixed charges for water supply would increase by 23%

Risks	• Water consumption may reduce and lead to the revenue collected from volumetric charges being lower than anticipated • Community feedback on level of rates increases and impact on lower income property owners
Financial Summary	
Impact on rates per annum	Rates for water supply would increase by $1.46m This equates to a 1.4% increase in total rates
Ongoing impact on future years	N/A – water supply is currently expected to transition to the new Water Services Organisation on 1 July 2027

Option 3

Option 3:	Status Quo
Advantages	• No immediate financial impact on ratepayers.
Disadvantages	• Water supply deficit would increase to a forecast $6.45m • Deficit and future costs would be transferred to the new Water Services Organisation on 1 July 2027
Risks	• Does not demonstrate prudent financial management
Financial Summary	
Impact on rates per annum	Nil
Ongoing impact on future years	N/A – water supply is currently expected to transition to the new Water Services Organisation on 1 July 2027

File Number: A6992894

Author: Coral-Lee Ertel, Infrastructure Capital Delivery Manager

Authoriser: Brad Singh, Group Manager Infrastructure Services

TE PUKE WWTP FUNDING SPLITS

PURPOSE

This paper considers options for funding splits on the Te Puke WWTP new build.

RECOMMENDATION

1. **THAT Council approves the updated funding splits for the Te Puke WWTP to be;**
    a) **41.9 % - Existing ratepayers (via the Wastewater Uniform Targeted Rate),**
    b) **12.5 % - Te Puke Growth Stage A (via financial contributions,**
    c) **9.7 % - Te Puke Growth Stage B (via financial contribution loan to be recovered by financial contributions at a later stage, once planning enables It.),**
    d) **35.9 % - Rangiuru Business Park.**

EXECUTIVE SUMMARY

1. Council is building a new wastewater treatment plant (WWTP) in Te Puke. The new plant will be funded by multiple sources including ratepayers (via a wastewater targeted rate), the Rangiuru Business Park, and Te Puke developers (via Financial Contributions).
2. Council recently awarded a new contract to McConnell Dowell for the design and build of the WWTP. At the Council meeting on 26th June 2025, Council approved in principle an updated funding model to ensure equitable funding of the new plant build. Due to the nature of the funding model and the implications on FINCOs, approval on the updated splits will need to be undertaken through the 2026/27 Annual Plan and will inform the updated FINCOs for Te Puke.

STRATEGIC ALIGNMENT

1) This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☒
Empowering communities.	☐
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☐

BACKGROUND

3. The Te Puke Wastewater Treatment Plant (WWTP) upgrade represents the largest capital project ever undertaken by Council, with a total budget of $96 million. The new facility will replace the existing plant, commissioned in 1987, which is no longer sufficient to meet the needs of Te Puke's growing population or comply with current environmental standards.
4. Between June and September 2025, Council made several key decisions regarding the new Te Puke Wastewater Treatment Plant (WWTP). These included;
   - Options to construct a new facility rather than refurbish the existing plant
   - Adopting new INVENT treatment technology
   - Considered funding splits that reflect the contributions of benefactors such as existing ratepayers, developers, and the Rangiuru Business Park.
   - Considered feedback from both developers and tangata whenua to ensure the new plant meets community needs and expectations.
5. Council decided to enter into a design and build contract with McConnell Dowell Constructors Ltd to deliver the new facility.
6. During this process funding splits were considered and approved in principle, to enable consultation with developers on the preferred option. However final approval on the funding splits would need to be undertaken through the Annual Plan, to inform updated FINCOs for Te Puke.

UPDATED FUNDING MODEL

7. The funding model in the 2024/34 Long Term Plan is based on a benefits assessment of the treatment plant and takes into account the following:
   - Capacity of each various componentry of the treatment plant (noting that different components will provide different capacities),
   - Costs of each componentry of the treatment plant,
   - Beneficiaries of each componentry of the treatment plant,
   - Flow required for each beneficiary group.

8. As the project has since been updated to reflect the design costs the current funding model within the 2024/34 Long-Term Plan needs to better align with the revised project costs.
9. Te Puke has zoned land for a population of up to 13,285, which is expected to be reached by 2034 according to the current sub-regional SmartGrowth Strategy. Since wastewater treatment plant infrastructure has a long life, the treatment plant will have capacity to cater for future growth beyond the land that is currently zoned, in anticipation that future plan changes will enable more growth. From an asset management whole of life costing perspective, this approach is considered prudent to ensure that infrastructure is not replaced before its end of life and does not result in an increased overall cost to the community.
10. The Wastewater Treatment plant is planned to be built in two stages with the final stage providing capacity for a total population at Te Puke of 16,235 and a fully developed Rangiuru Business Park.
11. While the building of a new plant will still be undertaken in two stages, it is recognised that there would be considerable costs savings in building some of the infrastructure for the ultimate capacity now.
12. This includes items such as underground pipework, dewatering units, inlet works etc. which would be difficult and costly to retrofit at a later stage.
13. The design capacity for the new treatment plant is as follows:

	Population	WWTP Stage 1	WWTP Stage 2	Total Average Dry Weather Flow
Te Puke Existing Population	10,234	1,862		1,862
Te Puke Growth Stage A	3,051	555		555
Te Puke Growth Stage B	2,950		537	537
RBP Stage 1 and 2		769		769
RBP Stage 3 and 4			1,033	1,033
Total	**16,235**	**3,186**	**1,570**	**4,756**

14. Council has engaged Quantity Surveyors, Alta Consulting to estimate the total costs of the infrastructure that is being built now that will benefit stage 1 beneficiaries only. This is estimated to be 14% of the total upgrade costs. As the WWTP Stage 1 provides benefits to existing Te Puke ratepayers, Te Puke Growth Stage A and RBP Stage 1 & 2, the cost should be split across these three groups.

15. The remaining 86% will benefit all groups discussed above and therefore a proportional split across those who benefit would be the fair solution (The groups include: Te Puke existing, Growth Stage A, Growth Stage B, RBP Stage 1 and 2 and RBP Stage 3 and 4).
16. Alta have also estimated the WWTP upgrade stage 2 costs (currently sitting beyond the timing of the 2024/34 LTP) to be an additional $15M, and will benefit Te Puke Growth Stage B and RBP Stage 3 and 4. Therefore a proportional split of costs against these two groups would be appropriate.
17. It should be noted, that even though the WWTP upgrade stage 2 costs ($15M) sit outside the timing of the 2024/34 Long Term Plan, they will need to be included in the Rangiuru Business Park schedules to ensure costs are included in this FINCO model and recovered against development.
18. Based on the above discussion and assumptions the updated funding split for Stage 1 of the WWTP is:

	Stage 1 plant build with partial benefit	Stage 1 plant build with full benefit	Updated Overall Funding Split
Te Puke Existing Population	58%	39%	42%
Te Puke Growth Stage A	17%	12%	13%
Te Puke Growth Stage B	0%	11%	10%
RBP Stage 1	24%	16%	17%
RBP Stage 2	0%	22%	19%
Total	**100%**	**100%**	**100%**

19. Because District Plan zoning for growth beyond 13,285 Population Equivalents (PE) (i.e., Te Puke Growth Stage B) has not yet occurred, the associated share of funding can not be recovered through Financial Contributions at this stage, this share is 10%. Once a planning review is completed for Te Puke, and further growth areas enabled up to the population of 16,235, Council will then be able to charge financial contributions on this portion.
20. The updated funding splits for the Te Puke WWTP as compared to the current LTP will then be;

Funding	LTP % Split	Updated % Split
Wastewater Targeted Rate	42%	42%

Financial Contributions	15%	13%
Future Financial Contributions	0%	10%
Rangiuru Business Park	43%	36%

FEEDBACK THROUGH TARGETED CONSULTATION WITH DEVELOPRS

21. Targeted consultation was undertaken with developers operating In the Te Puke Area between 1 July until 17 August 2025. A consultation document was provided that outlined the key decisions made by Council to date and sought feedback on the proposal to consider proceeding with the replacement plant and award the construction contract. Council considered this feedback during the 4th September Council meeting prior to deciding to proceed with the replacement plant and enter Into a contract with McConell Dowell.
22. All parties who provided feedback expressed views relating to the proposed funding model, outlining concerns that the model places the cost burden on a particular group and excludes commercial and Industrial users who will also benefit from the upgrade.
23. Feedback also raised concerns that Te Puke residents and businesses would bear the cost of the upgrade when similar upgrades In other parts of the district have been funded on a district wide basis.
24. Other comments relating to this theme Included;
    a. The funding model for the wastewater plant needs to be reviewed to Incorporate commercial and Industrial users along with referred fast track projects and the planned urban areas including the Te Tumu Urban Growth Area.
    b. We request for Council to share transparent modelling assumptions and demand forecasts that will Informa Infrastructure planning and Investment decisions.
    c. There Is an equity risk - as Incomplete funding model excluding non-residential beneficiaries.

ISSUES AND OPTIONS ANALYSIS

Option 1:

Option 1: **RECOMMENDED**	**1. THAT Council approves the updated funding splits for the Te Puke WWTP to be;** **a) 41.9 % - Existing ratepayers (via the Wastewater Uniform Targeted Rate),**

	b) 12.5 % - Te Puke Growth Stage A (via financial contributions, **c) 9.7 % - Te Puke Growth Stage B (via financial contribution loan to be recovered by financial contributions at a later stage, once planning enables It.),** **d) 35.9 % - Rangiuru Business Park.**
Advantages	• Provides a fair and equitable funding model, aligning with current updated costs estimates and plant design. • No impact on rates.
Disadvantages	• Funding model is different to what has been included in the LTP.
Risks	• Risk that future growth does not occur for some time, resulting in a large debt held by Council.

Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**

Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**

Financial Summary	
Impact on rates per annum	
Ongoing impact on future years	

Option 2

OPTION 2:	**THAT COUNCIL DOES NOT APPROVE THE UPDATED FUNDING MDOEL FOR THE TE PUKE WWTP.**
Advantages	• Funding model aligns to the LTP

Disadvantages	• Potentially inequitable spread of costs • Current developers will pay for future FINCO which Is considered Inequitable and does not align with Councils FINCO policy.
Risks	•

Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**

Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**

Financial Summary	
Impact on rates per annum	
Ongoing impact on future years	

File Number: A7000727

Author: Adele Henderson (Programme Director)

Authoriser: Adele Henderson (Programme Director)

LOCAL WATER DONE WELL

PURPOSE

1. Request additional funding to support the Phase 2 IT costs associated with the establishment of a Multi-Council Water Organisation with Tauranga City Council that is programmed to go live 1 July 2027, subject to due diligence and Councils final decision.

   This request will be supported by a detailed Business Case, with a decision on proceeding with phase 2 to occur March 2026.

   It is noted at the time of the request, final budgets for establishment were still be finalised. Additional costs have been incurred from due diligence, and a longer runway to go live that originally anticipated.

RECOMMENDATION

THAT Council approves an additional $1.2m (loan funded to be transferred to the Water Organisation) to fund Phase 2 (ERP – finance, customer, regulatory, capital planning) Digital system requirements for the Water Services Organisation

Note this funding request is subject to a further decision in March 2026 to proceed with Phase 2.

EXECUTIVE SUMMARY

2. Council is required to meet the Local Government (Water Services) Act 2025.
3. The Local Waters Done Well (LWDW) programme is a government led strategic initiative and seeks to deliver water services that are efficient, sustainable, and responsive to local needs.
4. Council prepared a Water Service Delivery Plan outlining its preferred option of a Multi Council Water Organisation (WO) with Tauranga City Council.
5. To enable the establishment of the WO, an initial budget of $3.8m was provided for in the Annual Plan 2025/26. The budget was planned to cover $2.0m transition costs, and $1.8m Digital and IT related costs to replace the Watercare system no longer being support (GIS, Asset Management and Work Order Management). The

IT project funding is required irrespective of the transition to a Water Services Organisation.

6. The transition budget is required to support core activities including governance, programme management, workstream backfill to support transition, stakeholder engagement, legal and financial structuring

7. As part of the drive for efficiencies, TCC and WBOPDC have been working alongside IAWAI (Hamilton/South Waikato) to consider an option of a larger scale IT system implementation. This provided for shared costs for implementation and significant cost efficiencies.

8. The new Water Service Organisation will require an ERP system to ensure that the services can be effectively ringfenced. A business case has been prepared and will be provided to Council at its meeting on 16th December. This will recommend a preferred vendor to complete Phase 1, and an assessment of costs relating to Phase 2 (Customer, Regulatory, Finance, Billing and Capital Planning). A value for money assessment has been undertaken in conjunction with going to market

9. A complete report was provided to Council on the IT system requirement on the 16th December.

10. Further information will be provided prior to the end of June 2026 and detailed costing for Phase 2, and will be a further decision of Council to proceed or not.

11. A phase 2 to implement the full ERP system is being proposed and additional funding is being requested. Phase 2 - $7.7m of which WBOPDC share is 15% or $1.2m.

12. It is noted at the time of the funding request, final budgets for establishment were still be finalised. Additional costs have been incurred from due diligence, and a longer runway to go live that originally anticipated. Savings for digital costs have been made through the joint arrangements with IAWAI (Hamilton and Waikato Water Organisation). If further funding is required, a separate request will be made to Council (loan funded to the new Waters Organisation). Funding requirements are impacted by the timing of resourcing required to complete the requirements to meet the go live date of 1 July 2027. Although costs continue to be tightly managed, the level of work and resource requirements need to be available to ensure a successful transition.

STRATEGIC ALIGNMENT

1) This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☐
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☐

BACKGROUND

1. The Local Waters Done Well (LWDW) programme is a central government requirement to support the establishment of a locally led water services entity. The programme has been guided by principles of transparency, local accountability, and strategic investment in foundational systems and people.
2. Council was required to deliver a Water Service Delivery Plan (WSDP) that outlined its intention to be accepted by the Department of Internal Affairs (DIA). At the time of preparing the WSDP, a high-level budget estimate of transition costs was prepared and approved by both Tauranga City Council and Western Bay of Plenty District Council.
3. Significant progress has been made in defining the WO operating model, governance arrangements, and transitional planning as well as assessing the needs and costs associated with the new Water Services Entity.
4. TCC and WBOPDC have been working on opportunities to increase the scale and reduce implementation costs associated with the new Water Services Organisation IT System.
5. As part of the drive for efficiencies, TCC/WBOPDC have been working alongside IAWAI (Hamilton/South Waikato) to consider an option of a larger scale IT system implementation. This provided for shared costs for implementation. The proposed cost sharing arrangement is 50% IAWAI/35% TCC/15% WBOPDC.
6. A complete report will be provided to Council on the IT system requirement and a recommended supplier on 16 December for phase 1 and agreement to proceed in more detail on phase 2 subject to the decision to proceed with a WSO.
7. There are two phases of IT System replacements being planned. Phase 1 – "like for like" replacement of Watercare system no longer being supported from August 2026. Phase 2 - is being scoped for a future decision of Council – this will provide for water billing and a full ERP system (customer, regulatory, finance, billing, and capital planning) for the Water Organisation. Due to the timing of the Annual Plan, funding is being requested, noting that if Council decides not to proceed with Phase 2 then the funding will not be required.

8. Council provided an initial IT and Transition budget of $3.8m (loan funded and to be transferred to the new WO). This was made up of $2m for transition, and $1.8m for the IT replacement (required irrespective of the Water Organisation establishment but included for completeness).
9. Further information will be provided in March 2026 and detailed costing for Phase 2, once a decision of Council has been made to proceed with the Water Services Entity
10. A phase 2 to implement the full ERP system is being proposed and additional funding is being requested. Phase 2 - $7.7m of which WBOPDC share is 15% or $1.3m.
11. To provide for IT Phase 2, staff are recommending increasing the budget by $1.2m (loan funded and transferred to the entity). Funding is being requested through the Annual Plan to support the proposal and report for 16th December.

ISSUES AND OPTIONS ANALYSIS

Option 1: Increase IT budget by $1.2m to support Phase 2 (Customer/Regulatory/Finance/Billing/Capital Planning)

Option 1: RECOMMENDED	THAT Council approves an additional $1.2m (loan funded to be transferred to the Water Organisation) to fund Phase 2 (ERP – finance, customer, regulatory, capital planning) Digital system requirements for the Water Services Organisation
Advantages	• Phase 2 IT system improvements will be approved separately (will only be spent if required and approved by Council) • Allows full ringfencing, and autonomy for the WSO to complete its reporting and regulatory requirements
Disadvantages	• May result in stranded cost allocations in Council
Risks	• Phase 2 costs are currently still being developed and will be finalised by June 2026 The key ERP component of the costs have been sourced via tender and a value for money review is being undertaken

Financial Implications – Capital				
Project/GL code	Original budget ($000's)	Proposed adjustment	Proposed budget	Funding Source

-	-	1.2m	1.2m	Loans (repaid by water entity)
Financial Implications – Operational				
Project/GL code	Original budget ($000's)	Proposed adjustment	Proposed budget	Funding Source
-				
Financial Summary				
Impact on rates per annum	Costs to be transferred to the new Water Services Entity.			
Ongoing impact on future years	Costs to be managed via a loan and FFO through the Water Services Entity, which will be undertaking loans over a longer period.			

Option 2 – Do not support or fund Phase 2 -
(Customer/Regulatory/Finance/Billing/Capital Planning)

Option 2:	Do not increase budget to provide for additional IT related costs for the Water Services Entity
Advantages	• May reduce stranded overhead costs for Council
Disadvantages	• Multi Council Water Organisation establishment date of 1 July 2027 may not be met • Water Services entity does not have the IT systems to meeting its reporting and regulatory requirements • Water Organisation not set up for future success • We do not meet our requirements as set out in the Water Service Delivery Plan that will be monitored by DIA
Risks	• Establishment date of 1 July 2027 • Council continues with Water Services and is not compliant with the Water Services Act requirements

Financial Implications – Capital				
Project/GL code	Original budget ($000's)	Proposed adjustment	Proposed budget	Funding Source

		-		
Financial Implications – Operational				
Project/GL code	Original budget ($000's)	Proposed adjustment	Proposed budget	Funding Source
		-		
Financial Summary				
Impact on rates per annum	-			
Ongoing impact on future years	-			

File Number: A7011271

Author: James Abraham, Asset Management Team Leader

Authoriser: Brad Singh, Group Manager Infrastructure Services

FLUORIDE FREE DRINKING WATER SUPPLY POINTS

PURPOSE

1. This paper considers options for providing access to fluoride-free drinking water at Wharawhara and Waihī Beach.

RECOMMENDATION

1. That Council does not Install Fluoride-Free supply points

EXECUTIVE SUMMARY

2. This paper considers the installation of fluoride-free drinking water supply points for the western water supply zone in response to recent community requests. Council has recently added fluoride dosing to the Athenree and Wharawhara water treatment plants in line with Ministry of Health directives, to maintain fluoride levels at 0.7–1.0 mg/L for dental health.
The installation of dedicated fluoride-free taps would provide an alternative for those who choose not to consume fluoridated water in these communities.

STRATEGIC ALIGNMENT

3. This contributes to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☐
Empowering communities.	☒
Growing authentic Te Tiriti based relationships.	☐
Providing resilient, well maintained, and efficient infrastructure.	☐
Responding to climate change	☐

BACKGROUND

4. Council currently doses fluoridate at the Athenree and Wharawhara water treatment plants, which supply water to Waihī Beach, Athenree, Tanners Point,

Katikati, and surrounding reticulated rural areas. Fluoride is added to the water to maintain levels between 0.7 and 1.0 mg/L, as directed by the Ministry of Health and the World Health Organization, to reduce tooth decay and support oral health.

5. Following community feedback, there have been requests for access to fluoride-free drinking water in these areas.

6. The Health Act 1956 "*allows a local authority to supply, at 1 or more specified sites, water to which fluoride has not been added". (s116F).*

7. Fluoride-free water could be supplied either at locations near the treatment plants by bypassing the fluoride dosing point, providing a naturally low-fluoride supply, or through additional treatment systems that remove fluoride from the reticulated network — for example, a designated supply point in the Katikati town centre.

8. Feasible options exist to remove fluoride at low-volume, tap-sized supply points. Further work would be required to confirm preferred technology, operational implications, and site-specific constraints.

9. For Council to install a system to remove fluoride from the network water supply, requires a multi-step treatment process. Unlike domestic Reverse Osmosis systems available for private installations, Council is required to manage the process far more rigorously to ensure:

    - Treated water meets drinking water regulator guidelines
    - Target water quality and removed fluoride levels are achieved and monitored continuously
    - Ancillary equipment includes pre-treatment and post-treatment storage, disinfection through UV or chlorination and remote monitoring instrumentation.
    - Removed fluoride, salts, minerals and silica etc is collected and discharged to wastewater systems
    - Secure infrastructure suitable for unattended public access
    - A plant monitoring and maintenance regime is established.

10. All feasible treatment options will remove most fluoride from the reticulated supply and reduce it to levels found naturally in ground water or lower. For the purposes of this paper these are referred to as 'fluoride-free' supply points; however, trace amounts of fluoride may remain. This may lead to some community dissatisfaction if expectations are for complete fluoride removal.

11. The fluoride-free supply points would be loan-funded and repaid through the targeted water rate. The impact on the wider capital works programme is expected to be minimal. Council will monitor demand over time and may explore alternative funding approaches, such as user-pays, if appropriate.

ISSUES AND OPTIONS ANALYSIS

Option 1: That Council does not Install Fluoride-Free supply points

Option 1: RECOMMENDED	That Council does not Install Fluoride-Free supply points			
Advantages	• No additional capital • Maintains a single, consistent water supply for all users.			
Disadvantages	• Community members who prefer non-fluoridated water would not have a council supplied local alternative.			
Risks	• Potential for community dissatisfaction or ongoing public concern regarding lack of council supplied alternative.			
Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment ($000's)**	**Proposed budget**	**Funding Source**
	0	0	0	Rates
Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**
Financial Summary				
Impact on rates per annum	-			
Ongoing impact on future years	**-**			

Option 2: THAT Council approves the additional budget of $80,000 for the Installation of a Fluoride-Free water supply point at the Athenree WTP site, Westwood Road.

Option 2:	**THAT Council approves the additional budget of $80,000 for the Installation of a Fluoride-Free water supply point at Athenree WTP site, Westwood Road**
Advantages	• Responds to community requests.

	• Provides an alternative for those concerned about fluoridation. • Minimal disruption to existing systems.
Disadvantages	• Estimated cost of ~$80,000. • Minor operational considerations for water treatment operators. • Athenree WTP site is several kilometers out of town. • Access to the WTP is from SH2, opposite the Athenree Road intersection. • A public parking area will need to be constructed.
Risks	• Cost recovery approach (e.g., user-pays methodology) needs confirmation. Potential to impact cost. • Naturally occurring fluoride at these supply points cause community dissatisfaction.

Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment ($000's)**	**Proposed budget ($000's)**	**Funding Source**
New Project	0	80	80	rates

Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**
	0	5	5	rates

Financial Summary	
Impact on rates per annum	$80,000 increase to rates requirement for AP2026/27 year.
Ongoing impact on future years	$5,000 operational spend

Option 3: THAT Council approves the additional budget of $60,000 for the Installation of a Fluoride-Free water supply point at the Waihi Beach WTP site.

Option 3:	**Option 3: THAT Council approves the additional budget of $60,000 for the Installation of a Fluoride-Free water supply point at the Waihi Beach WTP site.**
Advantages	• Responds to community requests. • Provides an alternative for those concerned about fluoridation. • Easily accessible fluoride free water supply to the local communities. • Site located in Waihi Beach town on Wilson Road, not far from the CBD
Disadvantages	• Estimated cost of ~$60,000. • Minor operational considerations for water treatment operators.
Risks	• Trace amount of fluoride at these supply points cause community dissatisfaction. • Cost recovery approach (e.g., user-pays methodology) needs confirmation. Potential to impact cost.

Financial Implications – Capital

Project/GL code	**Original budget ($000's)**	**Proposed adjustment ($000's)**	**Proposed budget**	**Funding Source**
New Project	0	60	60	Rates

Financial Implications – Operational

Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**
	0	5	5	Rates

Financial Summary

Impact on rates per annum	$60,000 increase to rates requirement for AP2026/27 year.
Ongoing impact on future years	$5,000 operational spend

Option 4: THAT Council approves the additional budget of $60,000 for the Installation of a Fluoride-Free water supply point at Wharwhara WTP site.

Option 4:	**Option 4: THAT Council approves the additional budget of $60,000 for the Installation of a Fluoride-Free water supply point at Wharwhara WTP site.**
Advantages	• Responds to community requests. • Provides an alternative for those concerned about fluoridation.
Disadvantages	• Estimated cost of ~$60,000. • Minor operational considerations for water treatment operators. • Site is located several kilometres out of town and the carpark is several hundred meters from the supply point.
Risks	• Trace amount of fluoride at these supply points cause community dissatisfaction. • Cost recovery approach (e.g., user-pays methodology) needs confirmation. Potential to impact cost.

Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment ($000's)**	**Proposed budget**	**Funding Source**
New Project	0	60	60	Rates

Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**
	0	5	5	Rates

Financial Summary	
Impact on rates per annum	$60,000 increase to rates requirement for AP2026/27 year.
Ongoing impact on future years	$5,000 operational spend

Option 5: THAT Council approves the additional budget of $150,000 for the Installation of a Fluoride-Free water supply point in Katikati. (site to be confirmed)

Option 5:	**THAT Council approves the additional budget of $150,000 for the Installation of a Fluoride-Free water supply point In Katikati town. (site to be confirmed).**
Advantages	• Responds to community requests. • Provides an alternative water supply for those concerned about fluoridation, • Easy and convenient access. • Minimal disruption to existing systems.
Disadvantages	• Estimated cost of ~$150,000. • Some regular operational considerations for water treatment operators. • Specific treatment process requires some water to run to waste, monitoring systems, pre and post treatment storage.
Risks	• Cost recovery approach (e.g., user-pays methodology) needs confirmation. Potential to impact cost. • Naturally occurring fluoride at these supply points cause community dissatisfaction.

Financial Implications – Capital				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment ($000's)**	**Proposed budget ($000's)**	**Funding Source**
New Project		150	150	rates

Financial Implications – Operational				
Project/GL code	**Original budget ($000's)**	**Proposed adjustment**	**Proposed budget**	**Funding Source**
	0	10	10	rates

Financial Summary	
Impact on rates per annum	$60,000 increase to rates requirement for AP2026/27 year.

Ongoing impact on future years	$10,000 operational spend

File Number:

Author: **Annelie Badenhorst, Infrastructure Growth and Delivery Manager**

Authoriser: **Bradley Singh, General Manager Infrastructure Services**

UPDATES TO STRUCTURE PLANS 2026/2027 INCLUDING IMPACT FOR FINANCIAL CONTRIBUTIONS

PURPOSE

1. A review of the 2026/27 Structure Plan for District wide growth-related infrastructure projects to reflect the timing and cost changes.
2. **Attachment 1** sets out the 10-year revised Structure Plan schedule and associated plans.
3. A review of the 2026/2027 – 2036/2037 Structure Plan for District wide growth-related infrastructure projects to reflect the timing and cost changes for use in the Financial Contribution Models.

*Note: All numbers included within this IOP are **inflated***

RECOMMENDATION

1. **That the revised Structure Plan as set out in Attachment 1 is approved for the purposes of the Annual Plan 2026/27 and development of the Financial Contributions 2026/27.**

EXECUTIVE SUMMARY

4. As part of the Annual Plan implementation process, Council undertakes an analysis of the structure plans adopted as part of the Long-Term Plan and the updated schedules (and maps) contained in **Attachment 1** are the result of that analysis.

STRATEGIC ALIGNMENT

5. Structure Plans contribute to the promotion or achievement of the following strategic priorities:

Strategic Priorities	Contributes?
Enabling housing	☒
Empowering communities.	☒
Growing authentic Te Tiriti based relationships.	☒
Providing resilient, well maintained, and efficient infrastructure.	☒
Responding to climate change	☐

BACKGROUND

6. The updates to the Structure Plan schedules are contained in **Attachment 1**. The key points are:

Katikati, and Waihī Beach

a. In the 2026/27 financial year, increased development activity was anticipated in Waihī Beach and Katikati. However, current market uncertainty indicates that the projected growth in these areas is unlikely to be realised. As a result, there is an opportunity to align the timing of some of these projects with planned rehabilitation works by the Transport Team, enabling a more efficient and cost-effective delivery outcome for Council. Consequently, some projects have been deferred, contributing to a reduction in the overall programme for the 2026/27 Annual Plan.

b. Should we see an uptake in growth, the projects pushed out to align with the current economic climate can be brought forward again. These projects are funded by financial contributions, which means they are collected over the 10-year Long Term Plan period.

Te Puke

c. The following changes are anticipated in Te Puke, regarding development timing and budget:

i. An additional $1,140,000 is required in FY2027 to progress WWSP-2 (Wastewater – Te Puke Structure Plan: Raymond Avenue to Dunlop Road) to construction and maintain alignment with Te Puke growth servicing needs. The original funding in FY2026 provisionally covered design and construction for WWSP-1A, WWSP-1B and WWSP-2; however, detailed design and due diligence have confirmed necessary investigation and engagement costs across all three projects, including geotechnical, surveying, iwi engagement, archaeological assessments and alignment consultation.

Constructability reviews have also identified the need for trenchless installation along sections of the alignment due to corridor constraints in residential areas and the presence of existing utilities. These specialist methods, combined with current market escalation in construction and materials, have increased delivery costs beyond the provisional allowance.

This budget adjustment reflects the confirmed delivery methodology and market conditions. Approval will enable procurement to proceed and ensure critical wastewater capacity upgrades are delivered to support planned growth and network resilience in Te Puke.

ii. In the 2026/27 financial year, increased development activity was anticipated in Te Puke. However, current market uncertainty now indicates that the projected growth will not be realised within the originally assumed timeframe. In addition, Council is undertaking Spatial Planning in Te Puke to ensure future infrastructure investment is aligned with long-term growth patterns and land use planning. As a result, some projects have been deferred to better align with this strategic planning work, with several now proposed to be rephased from 2027 to 2029. This has contributed to a reduction in the overall capital programme for the 2026/27 Annual Plan.

Ōmokoroa

d. The following changes are anticipated in Ōmokoroa regarding development timing:

i. $3M of the budget for the Ōmokoroa Road – SH2 to Francis Road project, $3M from the Ōmokoroa Road Urbanisation programme, and $700,000 for WW1-B (Rising Main on Ōmokoroa Road) have been deferred from FY2025 to FY2027. This adjustment reflects current delivery forecasts, with construction completion expected to occur toward the end of June 2026 (end of the 2026 financial year). Given the scale of these projects and potential factors such as weather-related delays or construction interface constraints, there is a reasonable likelihood that completion may extend into early FY2027. This is a timing adjustment only, with no increase to the overall project budgets; it simply defers funding to align with forecast delivery and maintain prudent financial planning.

ii. $2,454,983 of the budget for Project N1a – the new engineered wetland between Prole Road and the railway – has been deferred from FY2026 to FY2027. This timing adjustment enables construction to occur during the 2027 summer earthworks season, as the current 2026 season is already underway. Rephasing the project allows sufficient time to complete detailed site investigations, confirm design requirements, and finalise land acquisition with the affected landowner. This approach will reduce delivery risk, support efficient construction sequencing, and ensure the wetland is delivered in step

with development demand in the area. This is a timing adjustment only, with no increase to the overall project budget.

Impacts on Financial Contributions

The impact of this budget adjustment on the Te Puke Wastewater FINCO is an estimated increase of approximately $1.17 million, equating to around a 7% uplift, or an additional $1,000 per Household Equivalent (HHE).

ATTACHMENTS

1. Proposed Structure Plan schedules and maps for 2026/2027 to 2036/2037

Waihi Beach Utilities Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	**Structure Plan ID**	**Project Name**	**Total Proposed future project cost ($)**	**Developer contributed asset**	**Council Funded Cost ($)**	**External Funding**	**Financial Contribution**	**District Rate**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**
Water Supply																		
LTP2027-WBWS01	WS6	Parallels RD 6 - The Crescent	45,947	70%	13,784	0%	100%	0%	-	-	-	-	13,784	-	-	-	-	-
Total Water Supply			**45,947**		**13,784**				**-**	**-**	**-**	**-**	**13,784**	**-**	**-**	**-**	**-**	**-**
Wastewater																		
LTP2027-WBWW02	WW3 -1	New reticulation along RD8R1- south of WW5	71,360	0%	71,360	0%	100%	0%	-	10,530	-	60,830	-	-	-	-	-	-
LTP2027-WBWW02	WW3 -2	New reticulation RD8R1- North of WW5 to RD8R2	181,845	0%	181,845	0%	100%	0%	-	31,590	150,255	-	-	-	-	-	-	-
LTP2027-WBWW02	WW5	New Wastewater pipe in Right of Way of house 82 Citrus Ave	511,164	0%	511,164	0%	100%	0%	-	10,530	500,634	-	-	-	-	-	-	-
Total Wastewater			**764,369**		**764,369**				**-**	**52,650**	**650,889**	**60,830**	**-**	**-**	**-**	**-**	**-**	**-**
Stormwater																		
Total Waihi Beach Utility			**810,316**		**778,153**				**-**	**52,650**	**650,889**	**60,830**	**13,784**	**-**	**-**	**-**	**-**	**-**

Waihi Beach Transportation Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Transportation																		
LTP2027-WBTS02	RD8R1	Centre Link Road From Crescent Link to RD13R	3,735,083	88%	448,210	0%	100%	0%	-	12,696	287,266	148,247	-	-	-	-	-	-
LTP2027-WBTS01	RD 7	Road Extension	592,208	87%	76,987	0%	100%	0%	-	-	-	-	76,987	-	-	-	-	-
LTP2027-WBTS02	RD8R2	Side Road off Centre Link Road (off RD8R1)	1,031,973	73%	278,633	0%	100%	0%	-	-	278,633	-	-	-	-	-	-	-
LTP2027-WBTS02	RD 13R	New Link road off Citrus Ave linking to RD8R1	1,245,311	71%	361,140	0%	100%	0%	-	30,682	330,458	-	-	-	-	-	-	-
LTP2027-WBTS01	RD 6	Road Extenstion Widening	394,805	0%	394,805	0%	100%	0%	-	-	-	-	394,805	-	-	-	-	-
302803	RD 17	Reserves Walkway adjacent to Three Mile Creek	196,080	0%	196,080	0%	100%	0%	196,080	-	-	-	-	-	-	-	-	-
Total Waihi Beach Transportation			**7,195,460**		**1,755,855**				**196,080**	**43,378**	**896,357**	**148,247**	**471,792**	**-**	**-**	**-**	**-**	**-**

Katikati Utilities Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Water Supply																		
AP2027-KKWS02	WS5	(200mm dia) Along RD 9	431,243	0%	431,243	0%	100%	0%	-	52,650	378,593	-	-	-	-	-	-	-
Total Water Supply			**431,243**		**431,243**				**-**	**52,650**	**378,593**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Wastewater																		
AP2025-KKWW02	WW 1	Along Road 9 to Pond 4b (150mm dia)	290,790	0%	290,790	0%	100%	0%	-	31,590	259,200	-	-	-	-	-	-	-
LTP2027-KKWW04	WW3	Park Rd; rising main and pump station.	1,160,734	0%	1,160,734	0%	100%	0%	-	-	-	110,600	1,050,134	-	-	-	-	-
Total Wastewater			**1,451,524**		**1,451,524**				**-**	**31,590**	**259,200**	**110,600**	**1,050,134**	**-**	**-**	**-**	**-**	**-**
Stormwater																		
AP2026-KKSW01	SWA	New Pipe 450mm diameter RD2 to RD7	576,042	0%	576,042	0%	100%	0%	-	42,120	533,922	-	-	-	-	-	-	-
226603	SWD	New Pipe 450mm diameter From Moore Park to Pond C	420,881	0%	420,881	0%	100%	0%	-	-	-	223,867	197,015	-	-	-	-	-
226603	Pond 4c	New Pond 4c	1,269,011	0%	1,269,011	0%	100%	0%	-	-	-	70,151	1,198,860	-	-	-	-	-
226603	SWC	New Pipe 450mm diameter From Middlebrook Drive to Pond C	472,795	0%	472,795	0%	100%	0%	-	-	-	-	472,795	-	-	-	-	-
226603	Pond 4b	New Pond 4b	1,405,462	0%	1,405,462	0%	100%	0%	243,868	1,161,594	-	-	-	-	-	-	-	-
Total Stormwater			**4,144,192**		**4,144,192**				**243,868**	**1,203,714**	**533,922**	**294,018**	**1,868,670**	**-**	**-**	**-**	**-**	**-**
Total Katikati Utility			**6,026,958**		**6,026,958**				**243,868**	**1,287,954**	**1,171,715**	**404,618**	**2,918,803**	**-**	**-**	**-**	**-**	**-**

Katikati Transportation Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Transportation																		
AP2026-KKTS01	RD 2	Tetley Rd northern section, from RD 1.1 to Wills Rd 500m	2,436,750	0%	2,436,750	0%	100%	0%	-	-	2,436,750	-	-	-	-	-	-	-
AP2026-KKTS03	RD 1	Tetley Rd mid section, from north from Marshall Rd 385m	1,949,400	0%	1,949,400	0%	100%	0%	-	-	1,949,400	-	-	-	-	-	-	-
AP2027-KKTS02	RD 8	Wills Rd - Tetley Rd intersection corner upgrade.	541,500	0%	541,500	0%	25%	75%	-	-	541,500	-	-	-	-	-	-	-
AP2026-KKTS04	RD 9.2	New Road (stage 2): Wills Rd to Carrisbrook extn	1,506,253	77%	346,438	0%	50%	50%	-	-	49,818	146,721	149,899	-	-	-	-	-
AP2026-KKTS04	RD 9.3	New Road (Stage 3) Wills Rd to Carrisbrook extn	3,375,650	77%	776,399	0%	50%	50%	-	-	49,818	359,398	367,183	-	-	-	-	-
AP2027-KKTS05	RD 17	Walkway from Walkway RD 16, to Walkway RD 15 Corner of Moore Park	798,330	0%	798,330	0%	50%	50%	-	-	119,130	-	679,200	-	-	-	-	-
AP2027-KKTS05	RD 18	Walkway from Walkway RD 15 at corner of Moore Park to Wills Rd and	435,752	0%	435,752	0%	50%	50%	-	-	86,640	-	-	349,112	-	-	-	-
AP2027-KKTS06	RD 15	New Walkway: SE corner of Moore Park	194,206	0%	194,206	0%	100%	0%	-	-	48,735	-	-	145,471	-	-	-	-
Total Katikati Transportation			**11,237,841**		**7,478,776**				**-**	**-**	**5,281,791**	**506,119**	**1,196,282**	**494,583**	**-**	**-**	**-**	**-**

Omokoroa Utilities Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Water Supply																		
362103	WS3	New watermain, Francis link Rd, between Prole Rd and Francis Rd	1,012,106	0%	1,012,106	0%	100%	0%	-	-	-	-	-	-	-	1,012,106	-	-
362104	WS4 A	New watermain on Francis Rd between Ōmokoroa Rd + Francis link	686,787	0%	686,787	0%	100%	0%	-	-	-	-	-	-	-	686,787	-	-
Total Water Supply			**1,698,892**		**1,698,892**				**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,698,892**	**-**	**-**
Wastewater																		
317303	WW3	Gravity and rising main on new Francis/Prole Road Link Rd)	3,263,081	0%	3,263,081	0%	100%	0%	-	-	-	-	-	-	-	3,263,081	-	-
317305	WW6	Francis Road Pump station and rising main	2,027,760	0%	2,027,760	0%	100%	0%	-	-	-	-	-	-	-	2,027,760	-	-
317302	WW1-B	Rising Main on Ōmokoroa Rd (from SH2 up to Southern Industrial Road)	718,900	0%	718,900	0%	100%	0%	718,900	-	-	-	-	-	-	-	-	-
Total Wastewater			**6,009,741**		**6,009,741**				**718,900**	**-**	**-**	**-**	**-**	**-**	**-**	**5,290,841**	**-**	**-**
Stormwater																		
317205	N1a	New Engineered wetland between Prole Rd and railway incl land	2,521,268	0%	2,521,268	0%	100%	0%	2,521,268	-	-	-	-	-	-	-	-	-
317209	W1	New engineered wetland end of Francis Road	2,402,400	0%	2,402,400	0%	100%	0%	-	-	-	-	-	-	-	-	2,402,400	-
317206	W2a	New Engineered wetland along Prole Road + Francis Road link Road	4,324,320	0%	4,324,320	0%	100%	0%	-	-	-	-	-	-	-	-	4,324,320	-
317207	W2b	New engineered wetland beginning of Francis Road	2,402,400	0%	2,402,400	0%	100%	0%	-	-	-	-	-	-	-	-	2,402,400	-
Total Stormwater			**11,650,388**		**11,650,388**				**2,521,268**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**9,129,120**	**-**
Total Omokoroa Utility			**19,359,021**		**19,359,021**				**3,240,168**	**-**	**-**	**-**	**-**	**-**	**-**	**6,989,733**	**9,129,120**	**-**

Omokoroa Transportation Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Transportation																		
303021	O-02-1	Ōmokoroa Road - SH2 to Francis Road	3,096,000	0%	3,096,000	100%	0%	0%	3,096,000	-	-	-	-	-	-	-	-	-
AP2026-OMTS01	X-01	Pedestrian Bridge - Harbour Ridge to Lynley Park	2,905,100	0%	2,905,100	0%	100%	0%	1,434,480	1,470,620	-	-	-	-	-	-	-	-
357701	X-04-1	Park and Ride Facility at SH2 end	6,792,000	0%	6,792,000	0%	37%	63%	-	-	-	-	6,792,000	-	-	-	-	-
357701	X-04-2	Park and Ride Facility at SH2 end	6,792,000	0%	6,792,000	0%	37%	63%	-	-	-	-	6,792,000	-	-	-	-	-
303029	FP7	Francis link road to Prole Road bridge over gully approx length of	16,209,600	0%	16,209,600	0%	100%	0%	-	-	-	-	-	-	-	-	16,209,600	-
LTP2027-OMTS04	RD3-2.1+2.2	Western gully link road contribution	1,058,000	0%	1,058,000	0%	100%	0%	-	1,058,000	-	-	-	-	-	-	-	-
303009	W/C	Walkways/ Cycleways included in Stage 2 + 3	2,463,375	0%	2,463,375	0%	100%	0%	387,000	396,750	406,125	415,500	424,500	433,500	-	-	-	-
303024	O-06-1	Ōmokoroa Road Urbanisation	3,096,000	0%	3,096,000	11%	89%	0%	3,096,000	-	-	-	-	-	-	-	-	-
Total Omokoroa Transportation			**42,412,075**		**42,412,075**				**8,013,480**	**2,925,370**	**406,125**	**415,500**	**14,008,500**	**433,500**	**-**	**-**	**16,209,600**	**-**

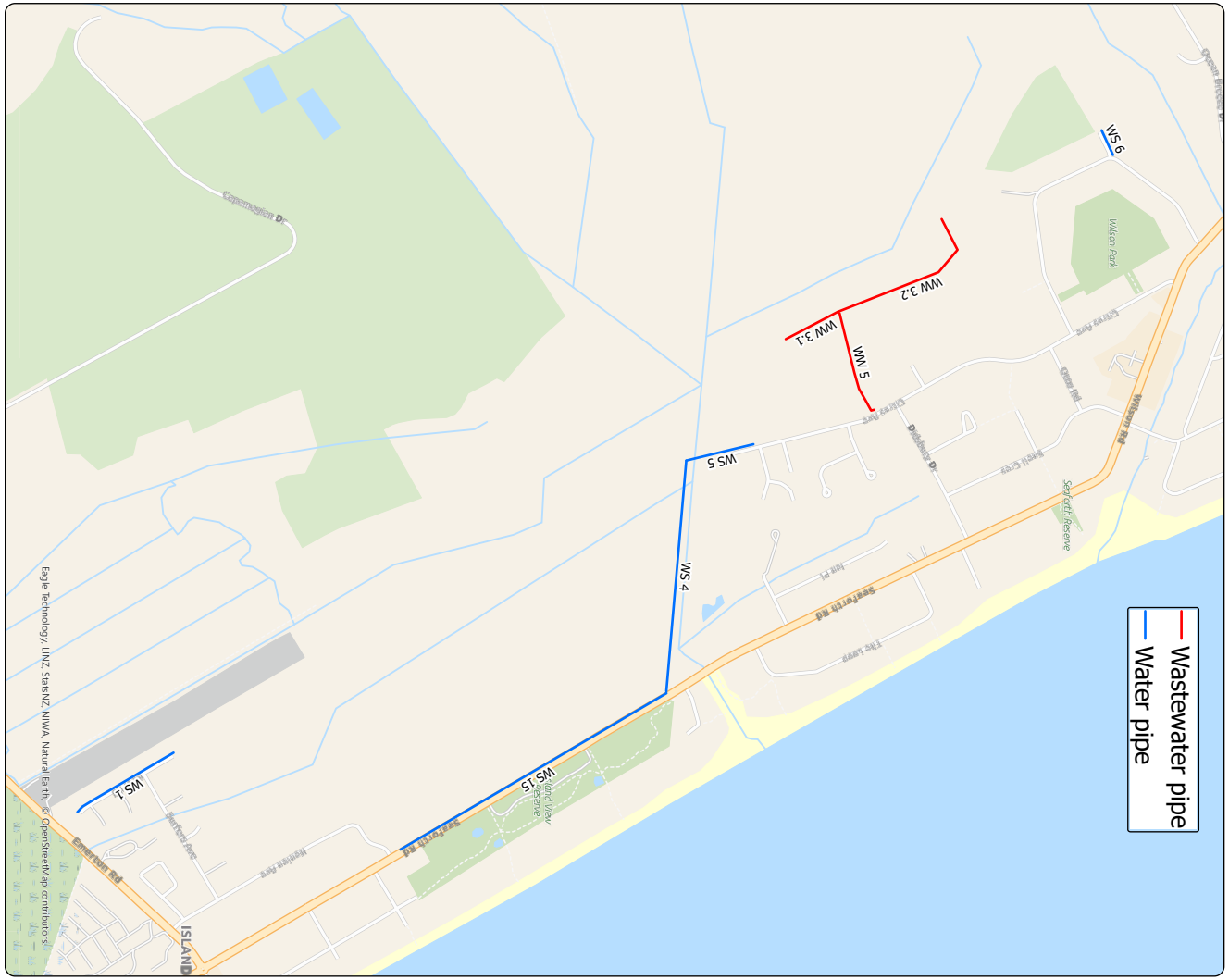
Te Puke Utilities Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	**Structure Plan ID**	**Project Name**	**Total Proposed future project cost ($)**	**Developer contributed asset**	**Council Funded Cost ($)**	**External Funding**	**Financial Contribution**	**District Rate**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**	**2036**
Water Supply																		
LTP2027-TPWS01	WS1	Along RD1-3	100,267	0%	100,267	0%	100%	0%	-	100,267	-	-	-	-	-	-	-	-
LTP2027-TPWS01	WS2	Along RD1-2	108,986	0%	108,986	0%	100%	0%	-	108,986	-	-	-	-	-	-	-	-
LTP2027-TPWS01	WS 3	Along RD 1-1	97,651	0%	97,651	0%	100%	0%	-	97,651	-	-	-	-	-	-	-	-
LTP2027-TPWS02	WS 4	Along RD 3-2b	63,938	0%	63,938	0%	100%	0%	-	-	63,938	-	-	-	-	-	-	-
LTP2027-TPWS02	WS 5	Along Boundary and RD 3-2b joining WS 6	118,746	0%	118,746	0%	100%	0%	-	-	118,746	-	-	-	-	-	-	-
LTP2027-TPWS02	WS 6	Along RD 3-2a from RD 3-1 joining WS5	159,084	0%	159,084	0%	100%	0%	-	-	159,084	-	-	-	-	-	-	-
AP2027-TPWS03	WS 7	Upgrading of existing main from 100mm to 200mm	91,413	0%	91,413	0%	100%	0%	91,413	-	-	-	-	-	-	-	-	-
Total Water Supply			**740,085**		**740,085**				**91,413**	**306,903**	**341,768**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Wastewater																		
AP2025-TPWW06	WWSP - 2	From Raymond Ave to Dunlop Road	1,170,780	0%	1,170,780	0%	100%	0%	1,170,780	-	-	-	-	-	-	-	-	-
AP2027-TPWW03	WW - 2	New Wastewater reticulation adjacent RD 3-1 (Southern end of	102,700	0%	102,700	0%	100%	0%	102,700	-	-	-	-	-	-	-	-	-
LTP2027-TPWS09	WWINT - 2	Upgrade of main WWTP inlet pipeline	540,000	0%	540,000	0%	100%	0%	-	-	540,000	-	-	-	-	-	-	-
LTP2027-TPWS10	WWINT - 3a	Upgrade of WW main from Slater place to Washer Place	587,535	0%	587,535	0%	100%	0%	-	-	-	-	68,539	246,575	272,421	-	-	-
LTP2027-TPWS11	WWINT - 3b	Waste water pump station	241,400	0%	241,400	0%	100%	0%	-	-	-	-	-	-	-	241,400	-	-
LTP2027-TPWS12	WWINT - 4	Upgrade of WW Jellicoe Street to Kowahai Ave	385,800	0%	385,800	0%	100%	0%	-	-	54,000	331,800	-	-	-	-	-	-
Total Wastewater			**3,028,215**		**3,028,215**				**1,273,480**	**-**	**594,000**	**331,800**	**68,539**	**246,575**	**272,421**	**241,400**	**-**	**-**
Stormwater																		
AP2025-TPWW01	SWP 4	Pond 4 by Finco	2,990,400	0%	2,990,400	0%	100%	0%	154,050	1,842,750	993,600	-	-	-	-	-	-	-
AP2027-TPSW02	SWP Pond 9	Pond 9 required for water quality treatment.	1,421,485	0%	1,421,485	0%	100%	0%	-	63,180	1,358,305	-	-	-	-	-	-	-
AP2027-TPSW02	SW3	Stormwater management between Macloughlin Dr and Pond 9	1,293,300	0%	1,293,300	0%	100%	0%	-	105,300	1,188,000	-	-	-	-	-	-	-
Total Stormwater			**5,705,185**		**5,705,185**				**154,050**	**2,011,230**	**3,539,905**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Te Puke Utility			**9,473,484**		**9,473,484**				**1,518,943**	**2,318,133**	**4,475,673**	**331,800**	**68,539**	**246,575**	**272,421**	**241,400**	**-**	**-**

Te Puke Transportation Structure Plan

						Funding Source Council Portion (%)			Council Funded Cost ($)									
Project ID	Structure Plan ID	Project Name	Total Proposed future project cost ($)	Developer contributed asset	Council Funded Cost ($)	External Funding	Financial Contribution	District Rate	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Transportation																		
303105	RD 5-2	New Collector Road Intersection No 1 Road	378,385	74%	98,380	0%	100%	0%	-	-	-	19,267	79,113	-	-	-	-	-
AP2027-TPTS01	RD 1-1	Collector Road	1,483,129	74%	385,613	0%	100%	0%	-	82,524	303,089	-	-	-	-	-	-	-
AP2027-TPTS01	RD 1-2	Collector Road	1,430,312	74%	371,881	0%	100%	0%	-	82,524	289,357	-	-	-	-	-	-	-
AP2027-TPTS01	RD 1-3	Collector Road C	2,268,400	74%	589,784	0%	100%	0%	-	82,524	507,260	-	-	-	-	-	-	-
AP2027-TPTS02	RD 3-2a	Collector Road C	1,543,789	74%	401,385	0%	100%	0%	-	82,524	318,861	-	-	-	-	-	-	-
AP2027-TPTS02	RD 3-2b	Collector Road C	2,225,070	74%	578,518	0%	100%	0%	-	82,524	495,994	-	-	-	-	-	-	-
AP2027-TPTS03	RD 3-1	Collector Road C	1,408,935	74%	366,323	0%	100%	0%	-	82,524	283,799	-	-	-	-	-	-	-
AP2026-TPTS05	TS1	TP Quarry Road Intersection Upgrades	703,950	0%	703,950	0%	25%	75%	-	-	703,950	-	-	-	-	-	-	-
AP2025-TPTS06	TS2	No 3 Road Intersection Upgrades	703,950	0%	703,950	0%	7%	93%	-	-	703,950	-	-	-	-	-	-	-
AP2027-TPTS01	WC 1	Walkway	132,885	0%	132,885	0%	100%	0%	-	132,885	-	-	-	-	-	-	-	-
AP2027-TPTS02	WC 2	Walkway along gully	514,402	0%	514,402	0%	100%	0%	-	-	-	514,402	-	-	-	-	-	-
AP2026-TPTS07	WC 3	Walkway towards school	853,886	0%	853,886	0%	100%	0%	103,200	750,686	-	-	-	-	-	-	-	-
Total Te Puke Transportation			**13,647,091**		**5,700,958**													

Waihī Beach - Utilities (map)



Western Bay of Plenty District Council | For our people

Waihī Beach Structure Plan (2024-2034)
Three Waters

N

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Archaeological data supplied by NZ Archaeological Assoc./Dept. of Conservation.

Email: gis@westernbay.govt.nz
Date: 4/07/2024
Operator: mlb
Map: E:\Shape\DistrictPlan\Long Term Plan Style Structure Plans\Waihi Beach Structure Plan - 2024-2034.mxd

Scale A3 - 1:7,500
0 50 100 200 300 400 600 Metres

Waihī Beach - Transportation (map)



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Email: gis@westernbay.govt.nz
Date: 4/07/2024
Operator: mlb
Map: E:\Shape\DistrictPlan\Long Term Plan Style Structure Plans\Waihi Beach Structure Plan - 2024-2034 - Roading and Walkway-Cycleway.aprx

Scale A3 - 1:10,000
0 100 200 400 600 800 1,000 Metres

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Waihī Beach Structure Plan (2024-2034)
Roading and Cycleway/Walkway

N

Katikati - Utilities (map)



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Email: gis@westernbay.govt.nz
Date: 4/07/2024
Operator: mlb
Map: E:\Shape\DistrictPlan\Long Term Plan Style Structure Plans\Katikati Structure Plan - 2024-2034 -

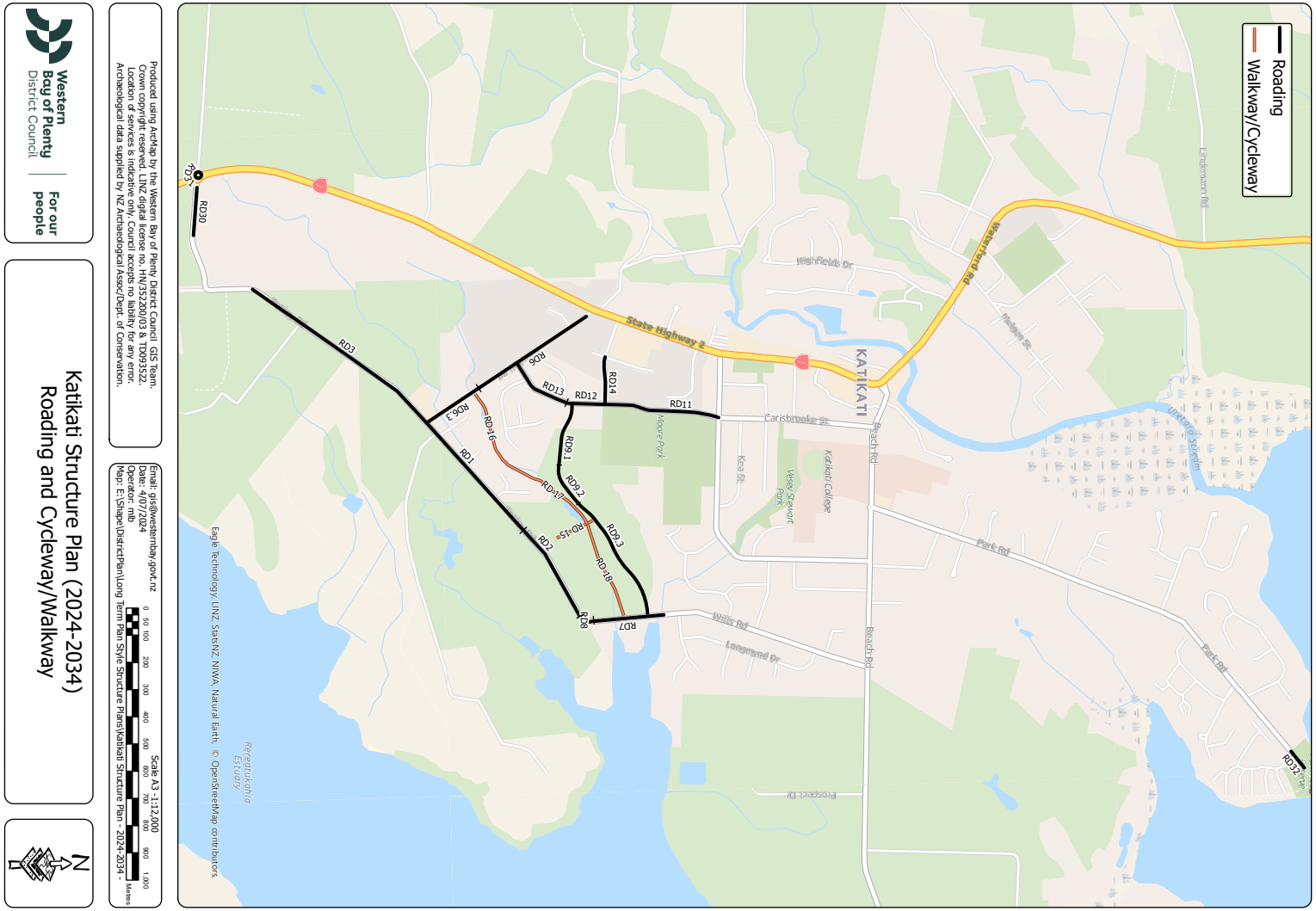
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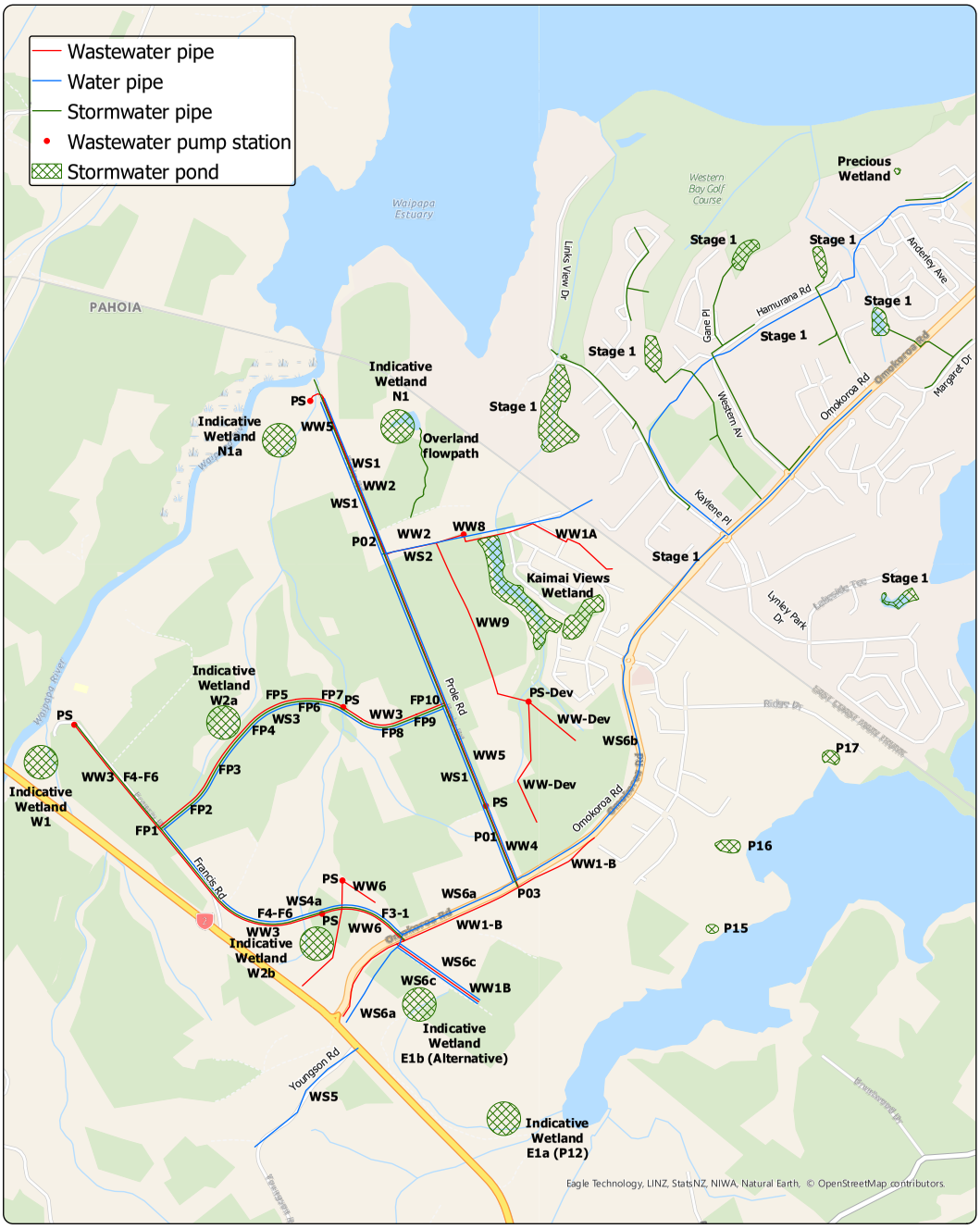
Katikati Structure Plan (2024-2034)
Three Waters

N

Katikati - Transportation (map)


Roading
Walkway/Cycleway
State Highway 2
KATIKATI
Wrightford Rd
Wrightford Rd
Wrightford Rd

Ōmokoroa - Utilities (map)



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Location of services is indicative only. Council accepts no liability for any error.
Archaeological data supplied by NZ Archaeological Assoc/Dept. of Conservation.

Email: gis@westernbay.govt.nz
Date: 4/07/2024
Operator: mlb
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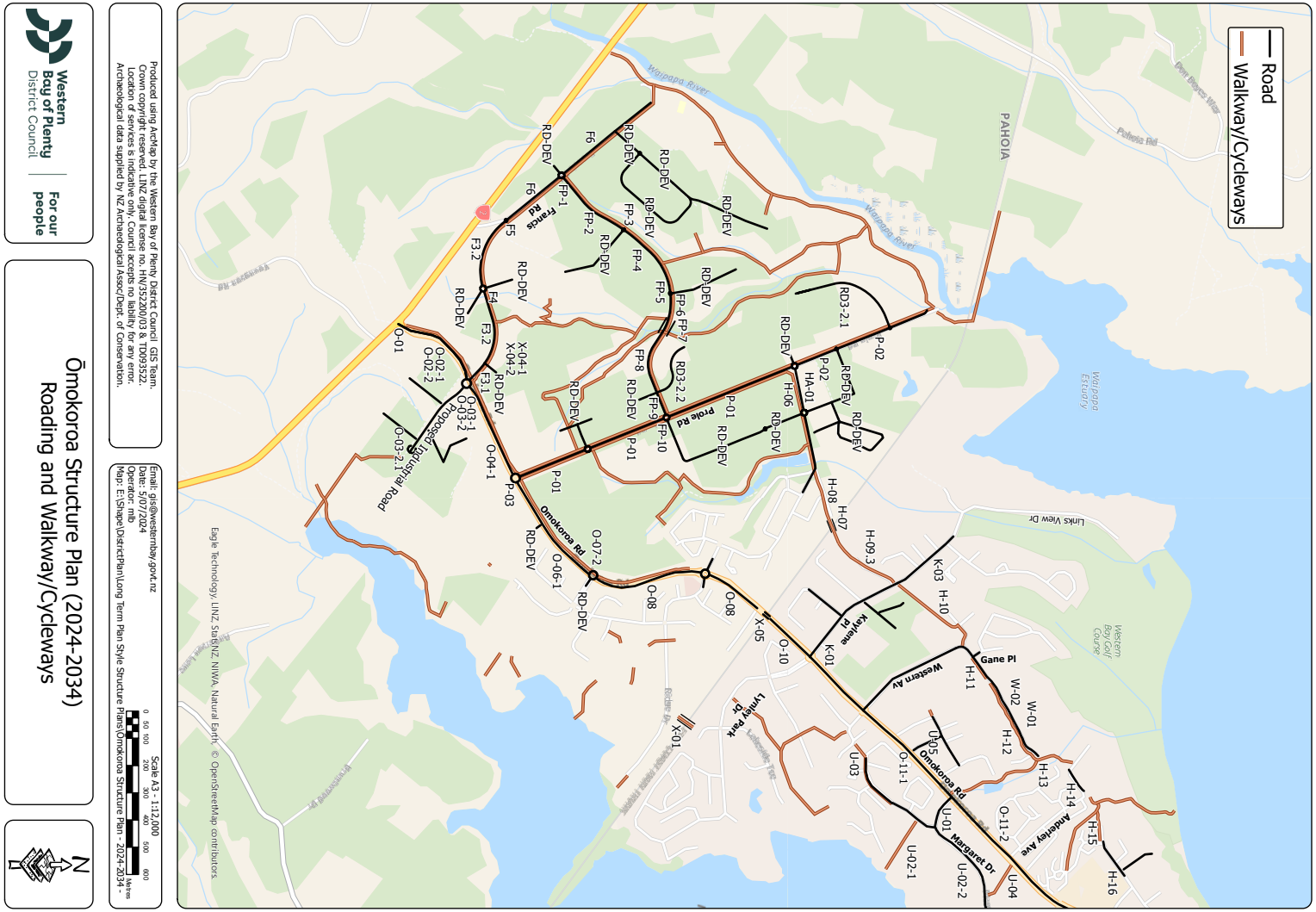
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Metres

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Ōmokoroa Structure Plan (2024-2034)
Three Waters

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Ōmokoroa - Transportation (map)



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Operator: mlb
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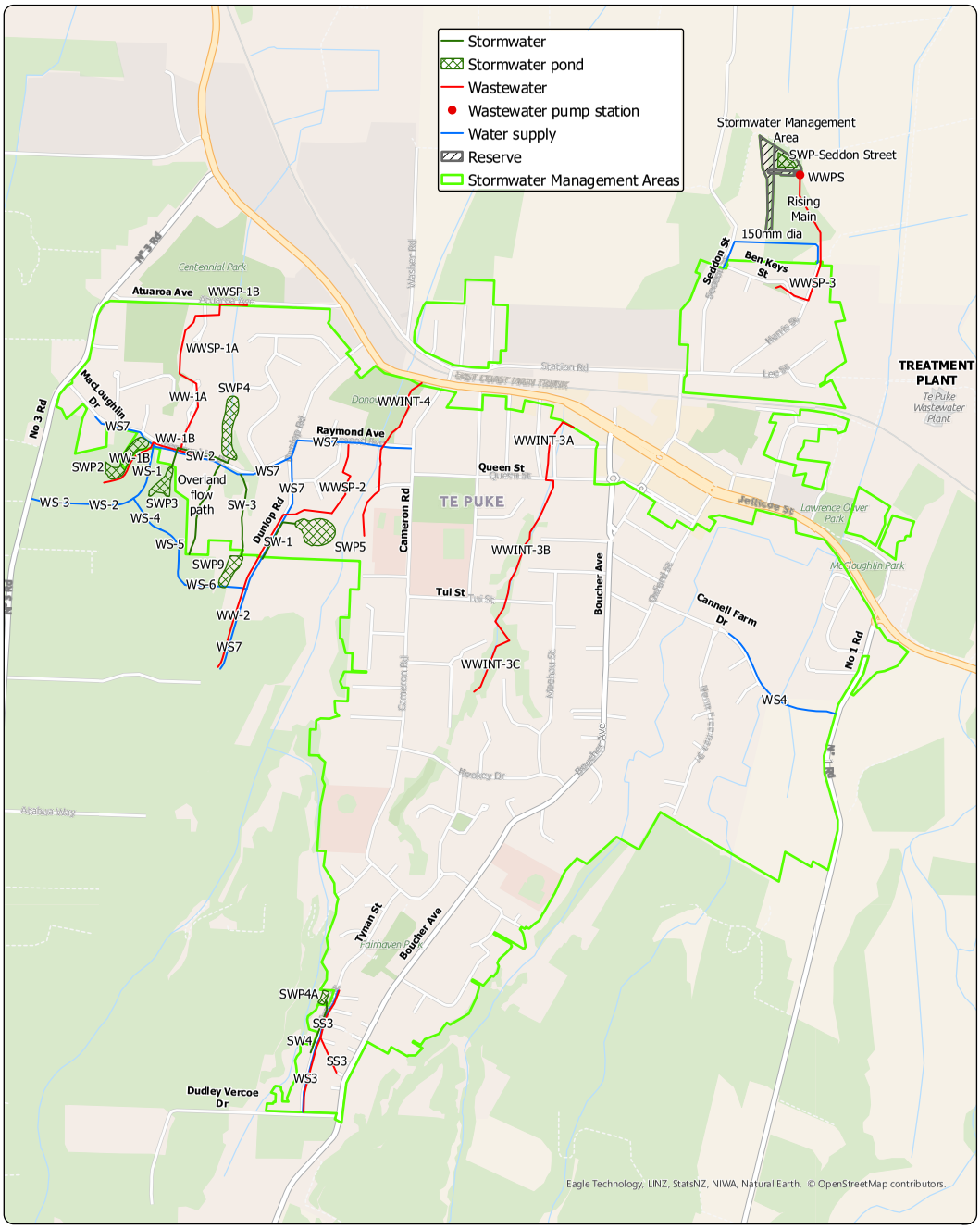
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Ōmokoroa Structure Plan (2024-2034)
Roading and Walkway/Cycleways

N

Te Puke - Utilities (map)



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Date: 20/08/2024
Operator: mlb
Map: E:\Shape\DistrictPlan\Long Term Plan Style Structure Plans\Te Puke Structure Plan - 2024-2034 -

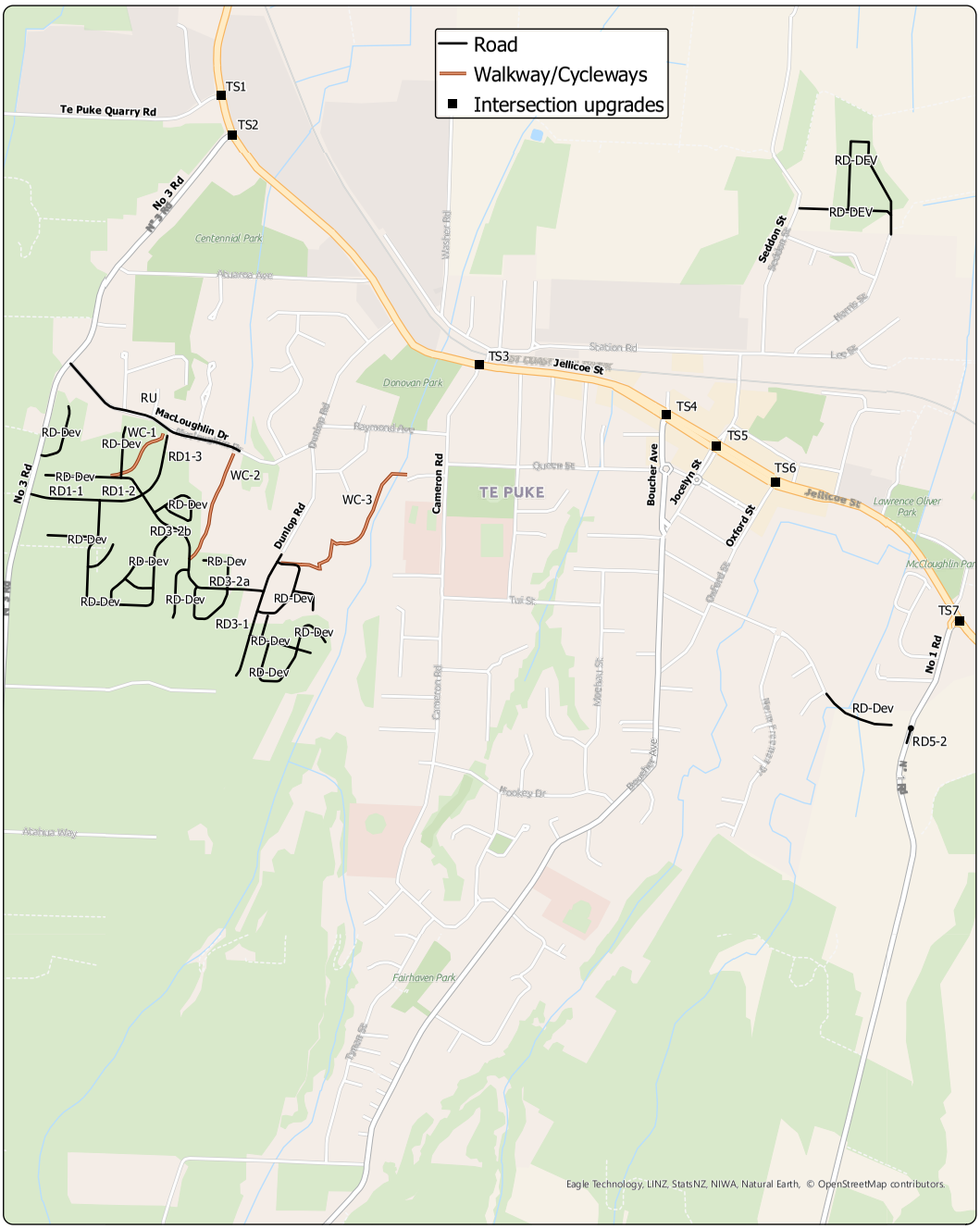
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Te Puke Structure Plan (2024-2034)
Three Waters

N

Te Puke - Transportation (map)



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Date: 20/08/2024
Operator: mlb
Map: E:\Shape\DistrictPlan\Long Term Plan Style Structure Plans\Te Puke Structure Plan - 2024-2034 -

Scale A3 - 1:11,000
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Metres

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Te Puke Structure Plan (2024-2034)
Roading and Walkway/Cycleways

N

Summary of UAGC Options Across Sample Properties in the Western Bay of Plenty District						
Residential	**Capital Value**	**$ 400**	**$ 500**	**$ 560**	**$ 600**
Lower Quartile					
Katikati/Waihi Beach	$ 750,000	(175)	(117)	(82)	(59)
Kaimai	$ 850,000	(158)	(105)	(73)	(52)
Te Puke/Maketu	$ 650,000	(191)	(127)	(89)	(64)
Average		**(175)**	**(116)**	**(81)**	**(58)**
Median					
Katikati/Waihi Beach	$ 1,010,000	(130)	(87)	(61)	(43)
Kaimai	$ 1,070,000	(121)	(80)	(56)	(40)
Te Puke/Maketu	$ 780,000	(169)	(112)	(79)	(56)
Average		**(140)**	**(93)**	**(65)**	**(46)**
Upper Quartile					
Katikati/Waihi Beach	$ 3,250,000	244	163	114	82
Kaimai	$ 1,300,000	(82)	(55)	(38)	(27)
Te Puke/Maketu	$ 950,000	(141)	(94)	(66)	(47)
Average		**7**	**5**	**3**	**3**

Commercial/Industrial	**Capital Value**	**$ 400**	**$ 500**	**$ 560**	**$ 600**
Lower Quartile					
Katikati/Waihi Beach	$ 770,000	(172)	(115)	(80)	(58)
Kaimai	$ 1,380,000	(69)	(46)	(32)	(23)
Te Puke/Maketu	$ 660,000	(189)	(126)	(88)	(63)
Average		**(143)**	**(96)**	**(67)**	**(48)**
Median					
Katikati/Waihi Beach	$ 1,160,000	(106)	(71)	(50)	(36)
Kaimai	$ 1,820,000	4	3	2	1
Te Puke/Maketu	$ 1,100,000	(116)	(77)	(54)	(39)
Average		**(73)**	**(48)**	**(34)**	**(25)**
Upper Quartile					
Katikati/Waihi Beach	$ 1,560,000	(39)	(26)	(18)	(13)
Kaimai	$ 3,710,000	321	214	150	107
Te Puke/Maketu	$ 1,820,000	4	3	2	1
Average		**95**	**64**	**45**	**32**

Summary of UAGC Options Across Sample Properties in the Western Bay of Plenty District						
Rural	**Capital Value**	**$ 400**	**$ 500**	**$ 560**	**$ 600**
Lower Quartile					
Katikati/Waihi Beach	$ 1,000,000	(132)	(88)	(61)	(44)
Kaimai	$ 1,180,000	(103)	(69)	(48)	(34)
Te Puke/Maketu	$ 977,000	(136)	(91)	(63)	(45)
Average		**(124)**	**(83)**	**(57)**	**(41)**
Median					
Katikati/Waihi Beach	$ 1,360,000	(72)	(48)	(34)	(24)
Kaimai	$ 1,560,000	(39)	(26)	(18)	(13)
Te Puke/Maketu	$ 1,420,000	(63)	(42)	(29)	(21)
Average		**(58)**	**(39)**	**(27)**	**(19)**
Upper Quartile					
Katikati/Waihi Beach	$ 1,850,000	9	6	4	3
Kaimai	$ 2,070,000	64	42	30	21
Te Puke/Maketu	$ 2,090,000	49	33	23	16
Average		**41**	**27**	**19**	**13**

Rural Orchards	**Capital Value**	**$ 400**	**$ 500**	**$ 560**	**$ 600**
Lower Quartile					
Katikati/Waihi Beach	$ 2,040,000	41	27	19	14
Kaimai	$ 2,180,000	65	43	30	22
Te Puke/Maketu	$ 2,950,000	194	129	90	64
Average		**100**	**66**	**46**	**33**
Median					
Katikati/Waihi Beach	$ 2,910,000	187	125	87	62
Kaimai	$ 6,750,000	831	554	388	277
Te Puke/Maketu	$ 4,290,000	418	278	195	139
Average		**479**	**319**	**223**	**159**
Upper Quartile					
Katikati/Waihi Beach	$ 4,040,000	376	251	175	125
Kaimai	$ 9,930,000	1,380	920	644	460
Te Puke/Maketu	$ 6,770,000	1,134	556	389	278
Average		**963**	**576**	**403**	**288**

Summary of UAGC Options Across Sample Properties in the Western Bay of Plenty District						
Rural Orchards	**Capital Value**		**400**	**500**	**560**	**600**
Lower Quartile						
Katikati/Waihi Beach	$	900,000	(149)	(100)	(70)	(50)
Te Puke/Maketu	$	800,000	(166)	(110)	(77)	(55)
Average			**(158)**	**(105)**	**(74)**	**(53)**
Median						
Katikati/Waihi Beach	$	6,900,000	855	570	399	285
Kaimai	$	4,390,000	435	290	203	145
Te Puke/Maketu	$	9,830,000	1,346	898	629	449
Average			**879**	**586**	**410**	**293**
Upper Quartile						
Katikati/Waihi Beach	$	17,430,000	2,619	1,746	1,222	873
Kaimai	$	16,620,000	2,484	1,656	1,159	828
Te Puke/Maketu	$	16,700,000	2,497	1,664	1,165	832
Average			**2,533**	**1,689**	**1,182**	**844**

Comparison of UAGC Options Across Sample Properties in the Western Bay of Plenty District Council					
Residential					
Lower Quartile - Katikati/Waihi Beach CV $750,000					
UAGC	700	400	500	560	600
General Rate	822	947	905	880	863
Total	1,522	1,347	1,405	1,440	1,463
Variance to Status Quo	-	**(175)**	**(117)**	**(82)**	**(59)**
Lower Quartile - Kaimai CV $850,000					
UAGC	700	400	500	560	600
General Rate	931	1,073	1,026	998	979
Total	1,631	1,473	1,526	1,558	1,579
Variance to Status Quo	-	**(158)**	**(105)**	**(73)**	**(52)**
Lower Quartile - Te Puke/Maketu CV $650,000					
UAGC	700	400	500	560	600
General Rate	712	821	785	763	748
Total	1,412	1,221	1,285	1,323	1,348
Variance to Status Quo	-	**(191)**	**(127)**	**(89)**	**(64)**
Median - Katikati/Waihi Beach CV $1,010,000					
UAGC	700	400	500	560	600
General Rate	1,106	1,276	1,219	1,185	1,163
Total	1,806	1,676	1,719	1,745	1,763
Variance to Status Quo	-	**(130)**	**(87)**	**(61)**	**(43)**
Median - Kaimai CV $1,070,000					
UAGC	700	400	500	560	600
General Rate	1,172	1,351	1,292	1,256	1,232
Total	1,872	1,751	1,792	1,816	1,832
Variance to Status Quo	-	**(121)**	**(80)**	**(56)**	**(40)**
Median - Te Puke/Maketu CV $780,000					
UAGC	700	400	500	560	600
General Rate	854	985	942	915	898
Total	1,554	1,385	1,442	1,475	1,498
Variance to Status Quo	-	**(169)**	**(112)**	**(79)**	**(56)**
Upper Quartile - Katikati/Waihi Beach CV $3,250,000					
UAGC	700	400	500	560	600
General Rate	3,560	4,104	3,923	3,814	3,742
Total	4,260	4,504	4,423	4,374	4,342
Variance to Status Quo	-	**244**	**163**	**114**	**82**
Upper Quartile - Kaimai CV $1,300,000					
UAGC	700	400	500	560	600
General Rate	1,424	1,642	1,569	1,526	1,497
Total	2,124	2,042	2,069	2,086	2,097
Variance to Status Quo	-	**(82)**	**(55)**	**(38)**	**(27)**
Upper Quartile - Te Puke/Maketu CV $950,000					
UAGC	700	400	500	560	600
General Rate	1,041	1,200	1,147	1,115	1,094
Total	1,741	1,600	1,647	1,675	1,694
Variance to Status Quo	-	**(141)**	**(94)**	**(66)**	**(47)**

Comparison of UAGC Options Across Sample Properties in the Western Bay of Plenty District Council					
Commercial/Industrial					
Lower Quartile - Katikati/Waihi Beach CV $770,000					
UAGC	700	400	500	560	600
General Rate	844	972	929	904	886
Total	1,544	1,372	1,429	1,464	1,486
Variance to Status Quo	**-**	**(172)**	**(115)**	**(80)**	**(58)**
Lower Quartile - Kaimai CV $1,380,000					
UAGC	700	400	500	560	600
General Rate	1,512	1,743	1,666	1,620	1,589
Total	2,212	2,143	2,166	2,180	2,189
Variance to Status Quo	**-**	**(69)**	**(46)**	**(32)**	**(23)**
Lower Quartile - Te Puke/Maketu CV $660,000					
UAGC	700	400	500	560	600
General Rate	723	834	797	775	760
Total	1,423	1,234	1,297	1,335	1,360
Variance to Status Quo	**-**	**(189)**	**(126)**	**(88)**	**(63)**
Median - Katikati/Waihi Beach CV $1,160,000					
UAGC	700	400	500	560	600
General Rate	1,271	1,465	1,400	1,361	1,335
Total	1,971	1,865	1,900	1,921	1,935
Variance to Status Quo	**-**	**(106)**	**(71)**	**(50)**	**(36)**
Median - Kaimai CV $1,820,000					
UAGC	700	400	500	560	600
General Rate	1,994	2,298	2,197	2,136	2,095
Total	2,694	2,698	2,697	2,696	2,695
Variance to Status Quo	**-**	**4**	**3**	**2**	**1**
Median - Te Puke/Maketu CV $1,100,000					
UAGC	700	400	500	560	600
General Rate	1,205	1,389	1,328	1,291	1,266
Total	1,905	1,789	1,828	1,851	1,866
Variance to Status Quo	**-**	**(116)**	**(77)**	**(54)**	**(39)**
Upper Quartile - Katikati/Waihi Beach CV $1,560,000					
UAGC	700	400	500	560	600
General Rate	1,709	1,970	1,883	1,831	1,796
Total	2,409	2,370	2,383	2,391	2,396
Variance to Status Quo	**-**	**(39)**	**(26)**	**(18)**	**(13)**
Upper Quartile - Kaimai CV $3,710,000					
UAGC	700	400	500	560	600
General Rate	4,064	4,685	4,478	4,354	4,271
Total	4,764	5,085	4,978	4,914	4,871
Variance to Status Quo	**-**	**321**	**214**	**150**	**107**
Upper Quartile - Te Puke/Maketu CV $1,820,000					
UAGC	700	400	500	560	600
General Rate	1,994	2,298	2,197	2,136	2,095
Total	2,694	2,698	2,697	2,696	2,695
Variance to Status Quo	**-**	**4**	**3**	**2**	**1**

Comparison of UAGC Options Across Sample Properties in the Western Bay of Plenty District Council					
Rural					
Lower Quartile - Katikati/Waihi Beach CV $1,000,000					
UAGC	700	400	500	560	600
General Rate	1,095	1,263	1,207	1,174	1,151
Total	1,795	1,663	1,707	1,734	1,751
Variance to Status Quo	**-**	**(132)**	**(88)**	**(61)**	**(44)**
Lower Quartile - Kaimai CV $1,180,000					
UAGC	700	400	500	560	600
General Rate	1,293	1,490	1,424	1,385	1,359
Total	1,993	1,890	1,924	1,945	1,959
Variance to Status Quo	**-**	**(103)**	**(69)**	**(48)**	**(34)**
Lower Quartile - Te Puke/Maketu CV $977,000					
UAGC	700	400	500	560	600
General Rate	1,070	1,234	1,179	1,147	1,125
Total	1,770	1,634	1,679	1,707	1,725
Variance to Status Quo	**-**	**(136)**	**(91)**	**(63)**	**(45)**
Median - Katikati/Waihi Beach CV $1,360,000					
UAGC	700	400	500	560	600
General Rate	1,490	1,718	1,642	1,596	1,566
Total	2,190	2,118	2,142	2,156	2,166
Variance to Status Quo	**-**	**(72)**	**(48)**	**(34)**	**(24)**
Median - Kaimai CV $1,560,000					
UAGC	700	400	500	560	600
General Rate	1,709	1,970	1,883	1,831	1,796
Total	2,409	2,370	2,383	2,391	2,396
Variance to Status Quo	**-**	**(39)**	**(26)**	**(18)**	**(13)**
Median - Te Puke/Maketu $1,420,000					
UAGC	700	400	500	560	600
General Rate	1,556	1,793	1,714	1,667	1,635
Total	2,256	2,193	2,214	2,227	2,235
Variance to Status Quo	**-**	**(63)**	**(42)**	**(29)**	**(21)**
Upper Quartile - Katikati/Waihi Beach CV $1,850,000					
UAGC	700	400	500	560	600
General Rate	2,027	2,336	2,233	2,171	2,130
Total	2,727	2,736	2,733	2,731	2,730
Variance to Status Quo	**-**	**9**	**6**	**4**	**3**
Upper Quartile - Kaimai CV $2,070,000					
UAGC	700	400	500	560	600
General Rate	2,377	2,741	2,619	2,547	2,498
Total	3,077	3,141	3,119	3,107	3,098
Variance to Status Quo	**-**	**64**	**42**	**30**	**21**
Upper Quartile - Te Puke/Maketu $2,090,000					
UAGC	700	400	500	560	600
General Rate	2,290	2,639	2,523	2,453	2,406
Total	2,990	3,039	3,023	3,013	3,006
Variance to Status Quo	**-**	**49**	**33**	**23**	**16**

Comparison of UAGC Options Across Sample Properties in the Western Bay of Plenty District Council					
Rural Orchards					
Lower Quartile - Katikati/Waihi Beach CV $2,040,000					
UAGC	700	400	500	560	600
General Rate	2,235	2,576	2,462	2,394	2,349
Total	2,935	2,976	2,962	2,954	2,949
Variance to Status Quo	**-**	**41**	**27**	**19**	**14**
Lower Quartile - Kaimai CV $2,180,000					
UAGC	700	400	500	560	600
General Rate	2,388	2,753	2,631	2,558	2,510
Total	3,088	3,153	3,131	3,118	3,110
Variance to Status Quo	**-**	**65**	**43**	**30**	**22**
Lower Quartile - Te Puke/Maketu CV $2,950,000					
UAGC	700	400	500	560	600
General Rate	3,232	3,726	3,561	3,462	3,396
Total	3,932	4,126	4,061	4,022	3,996
Variance to Status Quo	**-**	**194**	**129**	**90**	**64**
Median - Katikati/Waihi Beach CV $2,910,000					
UAGC	700	400	500	560	600
General Rate	3,188	3,675	3,513	3,415	3,350
Total	3,888	4,075	4,013	3,975	3,950
Variance to Status Quo	**-**	**187**	**125**	**87**	**62**
Median - Kaimai CV $6,750,000					
UAGC	700	400	500	560	600
General Rate	7,394	8,525	8,148	7,922	7,771
Total	8,094	8,925	8,648	8,482	8,371
Variance to Status Quo	**-**	**831**	**554**	**388**	**277**
Median - Te Puke/Maketu CV $4,290,000					
UAGC	700	400	500	560	600
General Rate	4,700	5,418	5,178	5,035	4,939
Total	5,400	5,818	5,678	5,595	5,539
Variance to Status Quo	**-**	**418**	**278**	**195**	**139**
Upper Quartile - Katikati/Waihi Beach CV $4,040,000					
UAGC	700	400	500	560	600
General Rate	4,426	5,102	4,877	4,741	4,651
Total	5,126	5,502	5,377	5,301	5,251
Variance to Status Quo	**-**	**376**	**251**	**175**	**125**
Upper Quartile - Kaimai CV $9,930,000					
UAGC	700	400	500	560	600
General Rate	10,987	12,667	12,107	11,771	11,547
Total	11,687	13,067	12,607	12,331	12,147
Variance to Status Quo	**-**	**1,380**	**920**	**644**	**460**
Upper Quartile - Te Puke/Maketu CV $6,770,000					
UAGC	700	400	500	560	600
General Rate	7,416	8,850	8,172	7,945	7,794
Total	8,116	9,250	8,672	8,505	8,394
Variance to Status Quo	**-**	**1,134**	**556**	**389**	**278**

Comparison of UAGC Options Across Sample Properties in the Western Bay of Plenty District Council					
Post Harvest					
Lower Quartile - Katikati/Waihi Beach CV $900,000					
UAGC	700	400	500	560	600
General Rate	986	1,137	1,086	1,056	1,036
Total	1,686	1,537	1,586	1,616	1,636
Variance to Status Quo	-	**(149)**	**(100)**	**(70)**	**(50)**
Lower Quartile - Te Puke/Maketu CV $800,000					
UAGC	700	400	500	560	600
General Rate	876	1,010	966	939	921
Total	1,576	1,410	1,466	1,499	1,521
Variance to Status Quo	-	**(166)**	**(110)**	**(77)**	**(55)**
Median - Katikati/Waihi Beach CV $6,900,000					
UAGC	700	400	500	560	600
General Rate	7,559	8,714	8,329	8,098	7,944
Total	8,259	9,114	8,829	8,658	8,544
Variance to Status Quo	-	**855**	**570**	**399**	**285**
Median - Kaimai CV $4,390,000					
UAGC	700	400	500	560	600
General Rate	4,809	5,544	5,299	5,152	5,054
Total	5,509	5,944	5,799	5,712	5,654
Variance to Status Quo	-	**435**	**290**	**203**	**145**
Median - Te Puke/Maketu CV $9,830,000					
UAGC	700	400	500	560	600
General Rate	10,768	12,414	11,866	11,537	11,317
Total	11,468	12,814	12,366	12,097	11,917
Variance to Status Quo	-	**1,346**	**898**	**629**	**449**
Upper Quartile - Katikati/Waihi Beach CV $17,430,000					
UAGC	700	400	500	560	600
General Rate	19,094	22,013	21,040	20,456	20,067
Total	19,794	22,413	21,540	21,016	20,667
Variance to Status Quo	-	**2,619**	**1,746**	**1,222**	**873**
Upper Quartile - Kaimai CV $16,620,000					
UAGC	700	400	500	560	600
General Rate	18,206	20,990	20,062	19,505	19,134
Total	18,906	21,390	20,562	20,065	19,734
Variance to Status Quo	-	**2,484**	**1,656**	**1,159**	**828**
Upper Quartile - Te Puke/Maketu CV $16,700,000					
UAGC	700	400	500	560	600
General Rate	18,294	21,091	20,158	19,599	19,226
Total	18,994	21,491	20,658	20,159	19,826
Variance to Status Quo	-	**2,497**	**1,664**	**1,165**	**832**

UAGC			$700	$400		$500		$560		$600
	Capital Value	Comments	Total General Rates & UAGC	Total General Rates & UAGC	Increase	Total General Rates & UAGC	Increase	Total General Rates & UAGC	Increase	Total General Rates & UAG
1368 SH 29	106,650,000		117,530	135,090	17,559	129,236	11,706	125,725	8,194	123,383
SH 2 (KK STH/OMOKOROA,	100,800,000		111,122	127,701	16,579	122,175	11,053	118,859	7,737	116,648
NO 1 ROAD	77,600,000		85,707	98,402	12,694	94,170	8,463	91,632	5,924	89,939
1562 TE PUKE HIGHWAY	75,170,000		83,045	95,333	12,288	91,237	8,192	88,780	5,734	87,14
181 PARK ROAD (KK)	62,370,000		69,024	79,168	10,144	75,786	6,763	73,758	4,734	72,405
Sample 1	25,000,000	32 Properties over this value	28,086	31,973	3,886	30,677	2,591	29,900	1,814	29,382
Sample 2	20,000,000	49 Properties over this value	22,609	25,658	3,049	24,642	2,033	24,032	1,423	23,625
Sample 3	15,000,000	103 Properties over this value	17,132	19,344	2,212	18,606	1,475	18,164	1,032	17,869
Sample 4	10,000,000	238 Properties over this value	11,655	13,029	1,375	12,571	916	12,296	641	12,113
	5,000,000	957 Properties over this value	6,177	6,715	537	6,535	358	6,428	251	6,356

Capital Projects Detailed

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
283202	Transportation - Rural Roading	276,182	271,459	(4,722)	100%	0%	0%	0%	0%	Not significant/material
282702	Transportation - Waihi Beach Community Roading Funding	174,914	95,200	(79,714)	100%	0%	0%	0%	0%	**Material - Decreased allocation of fundings to Community Roading as a whole, as discussed in the Issues and Options Paper.**
282802	Transportation - Katikati Community Roading Funding	196,091	106,700	(89,391)	100%	0%	0%	0%	0%	**Material - Decreased allocation of fundings to Community Roading as a whole, as discussed in the Issues and Options Paper.**
282902	Transportation - Omokoroa Community Roading Funding	116,917	63,600	(53,316)	100%	0%	0%	0%	0%	**Material - Decreased allocation of fundings to Community Roading as a whole, as discussed in the Issues and Options Paper.**
283002	Transportation - Te Puke Community Roading Funding	349,826	190,350	(159,476)	100%	0%	0%	0%	0%	**Material - Decreased allocation of fundings to Community Roading as a whole, as discussed in the Issues and Options Paper.**
283102	Transportation - Maketu Community Roading Funding	81,150	44,150	(37,000)	100%	0%	0%	0%	0%	**Material - Decreased allocation of fundings to Community Roading as a whole, as discussed in the Issues and Options Paper.**
302803	Transportation - Waihi Beach Structure Plan - Reserves Walkway adjacent to Three Mile Creek (RD17)	-	196,080	196,080	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
302801	Transportation - Waihi Beach Structure Plan	480,134	-	(480,134)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
303009	Transportation - Omokoroa Structure Plan - Walkways/Cycleways Stage 2/3 (WC)	-	387,000	387,000	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
303021	Transportation - Omokoroa Structure Plan - Omokoroa Urbanisation Stage 1A (O-02-1, O-02-2, O-03-1, O-04-1)	-	3,096,000	3,096,000	0%	0%	100%	0%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
303024	Transportation - Omokoroa Structure Plan - Omokoroa Urbanisation Stage 2 (O-06-1, O-07-2, O-08)	-	3,096,000	3,096,000	0%	0%	11%	89%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
303028	Transportation - Omokoroa Structure Plan - Pedestrian Bridge Harbour Ridge to Lynley Park (X-01)	-	1,434,480	1,434,480	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
303001	Transportation - Omokoroa Structure Plan	417,750	-	(417,750)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
303108	Transportation - Te Puke Structure Plan - Walkway towards school (WC3)	-	103,200	103,200	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
303101	Transportation - Te Puke Structure Plan Urban Catchment	1,355,258	-	(1,355,258)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
LTP25/34-29	Transportation and Reserves - Waiari Bridge Area Restoration	445,600	-	(445,600)						Not significant/material. Replaced by project below.
361901	Transportation - Waiari Bridge Area Restoration	-	772,762	772,762	100%	0%	0%	0%	0%	Not significant/material. Replaces project above. Update to timing.
279202	Transportation - Land Purchases	222,800	456,228	233,428	48%	0%	0%	52%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
283408	Transportation - Seal Extension	1,671,000	3,806,273	2,135,273	3%	33%	0%	64%	0%	Not significant/material. Update to timing.
353901	Transportation - Public Transport Infrastructure (UFTI commitment)	111,400	109,495	(1,905)	100%	0%	0%	0%	0%	Not significant/material.
400211	Transportation - NZTA Works 211 Unsealed road metalling	-	691,065	691,065	0%	49%	51%	0%	0%	**Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.**
400212	Transportation - NZTA Works 212 Sealed road resurfacing	-	3,276,001	3,276,001	0%	66%	32%	2%	0%	**Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.**

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
400213	Transportation - NZTA Works 213 Drainage renewals	-	524,486	524,486	0%	59%	41%	0%	0%	Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
400214	Transportation - NZTA Works 214 Sealed road pavement rehabilitation	-	1,867,198	3,627,198	0%	44%	46%	9%	0%	Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
400215	Transportation - NZTA Works 215 Structures component replacements	-	57,653	57,653	0%	34%	27%	38%	0%	Update to cost and timing. Not significant/material
400221	Transportation - NZTA Works 221 Environmental renewals	-	10,615	10,615	0%	34%	27%	38%	0%	Update to cost and timing. Not significant/material
400222	Transportation - NZTA Works 222 Traffic services renewal	-	745,410	745,410	0%	0%	0%	100%	0%	Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
400225	Transportation - NZTA Works 225 Footpath renewal	-	0	76,992						Not significant/material
400324	Transportation - NZTA Works 324 Low Cost Low Risk	-	1,759,999	1,759,999	0%	91%	0%	9%	0%	Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
283423	Transportation - One Network Maintenance Contract Pavement Surfacing (Reseals)	5,474,676	-	(5,474,676)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
283426	Transportation - One Network Maintenance Contract Pavement Unsealed Strengthening	779,800	-	(779,800)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
283432	Transportation - One Network Maintenance Contract Drainage Improvements	38,990	-	(38,990)						Not significant/material
283435	Transportation - One Network Maintenance Contract Ancillary Improvements	20,052	-	(20,052)						Not significant/material
283438	Transportation - District Capital Network Improvements	1,114,000	-	(1,114,000)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
283429	Transportation - One Network Maintenance Contract Pavement Rehabilitation	14,679,710	-	(14,679,710)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
283441	Transportation - One Network Maintenance Contract Pavement Seal Widening	2,204,703	-	(2,204,703)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
362002	Transportation - Pongakawa Bush Road Resilience improvements	-	1,444,800	1,444,800	24%	0%	76%	0%	0%	Not significant/material. Update to timing and added through NZTA subsidy.
210413	Transportation - Minor Capital Roading Improvements	4,010,400	-	(4,010,400)						Overall Transportation funding considered significant and material - NZTA only funded 61% total Transport Funding requested, with 0% for Improvements. This is further discussed in the LTP 2024-34 and Issues & Options Paper.
307601	Transportation - Walking and Cycling	557,000	516,000	(41,000)	100%	0%	0%	0%	0%	Not significant/material
307604	Transportation - District Walking - Off-road	57,482	51,600	(5,883)	100%	0%	0%	0%	0%	Not significant/material
Total Transportation		**34,835,835**	**25,173,805**	**(7,825,038)**						

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
345201	Water Supply - Western Supply Zone - Additional Water Source	171,750	-	(171,750)						Update to cost and timing. Not significant/material
243619	Water Supply - Western Supply Zone - Reticulation Capital Improvements	326,325	472,420	146,095	0%	78%	0%	22%	0%	Update to cost and timing. Not significant/material
337201	Water Supply - Western Supply Zone - Western Reticulation Modelling	5,725	-	(5,725)	0%	91%	0%	9%	0%	Not significant/material. Movment to operational budgets.
340801	Water Supply - Western Supply Zone - Reservoirs, Pumps & Controls Renewals	125,950	112,970	(12,980)	0%	91%	0%	9%	0%	Update to cost and timing. Not significant/material
243624	Water Supply - Western Supply Zone Bulk Flow Meters	85,875	77,025	(8,850)	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
243623	Structure Plan - Waihi Beach - WS4 and WS5 - Water main	33,377	-	(33,377)						Update to cost and timing. Not significant/material
243622	Water Supply - Katikati Structure Plan	401,379	-	(401,379)						Update to cost and timing. Not significant/material
243320	Water Supply - Central Supply Zone - Additional Bore	1,259,500	1,129,700	(129,800)	0%	0%	0%	100%	0%	Update to cost and timing. Not significant/material
243310	Water Supply - Central Supply Zone - Reticulation Improvements	1,625,900	1,116,982	(508,918)	0%	69%	0%	31%	0%	Update to cost and timing. Not significant/material
340601	Water Supply - Central Supply Zone - Central Modelling	22,900	-	(22,900)	0%	67%	0%	33%	0%	Not significant/material. Movment to operational budgets.
319001	Water Supply - Central Supply Zone - District Wide Water Metering	59,139	53,045	(6,095)	0%	100%	0%	0%	0%	Not significant/material.
243338	Water Supply - Central Supply Zone - Central source and storage improvements	369,835	331,721	(38,114)	0%	67%	0%	33%	0%	Not significant/material.
LTP25/34-22-C	Central - WTPs UV Treatment All Plants	1,030,500	-	(1,030,500)						Not significant/material. Update to timing.
243029	Water Supply - Eastern Supply Zone - Treatment Plant Renewals and Improvements	34,350	-	(34,350)						Not significant/material
243031	Water Supply - Eastern Supply Zone - Water source and storage to water bores	294,265	616,200	321,935	0%	86%	0%	14%	0%	Update to cost and timing. Not significant/material
243034	Water Supply - Eastern Supply Zone - Muttons Treatment Plant - Renewal	-	154,050	154,050	0%	86%	0%	14%	0%	Not significant/material. New project required for compliance.
287113	Water Supply - Eastern Supply Zone - Bulk Flow Meters	85,875	77,025	(8,850)	0%	100%	0%	0%	0%	Not significant/material
243002	Water Supply - Eastern Supply Zone - Eastern Reticulation Improvements	2,482,360	932,216	(1,550,144)	0%	63%	0%	37%	0%	Not significant/material. Update to timing.
287112	Water Supply - Eastern Supply Zone - Eastern Alternative Supply	1,717,500	2,403,453	685,953	0%	25%	70%	4%	0%	Not significant/material. Update to timing.
287120	Water Supply - Eastern Supply Zone - Water - Eastern Supply New Water Source (no.2 Road)	-	975,650	975,650	0%	90%	0%	10%	0%	Not significant/material. Update due to decision in Annual Pan 2025/26. Offset by project below.
LTP25/34-45-B	IOP Proposed - Water - Eastern Supply New Water Source (no.2 Road)	1,087,750	-	(1,087,750)						Not significant/material. Update due to decision in Annual Pan 2025/26. Offset by project above.
243061	Water Supply - Eastern Supply Zone - Pongakawa Water Treatment Plant improvements	-	2,464,800	2,464,800	0%	86%	0%	14%	0%	Update to cost and timing. Not significant/material
AP2027-ESZ-Ra	Water Supply - Eastern Supply Zone - Raymond Dam Siphon	-	359,450	359,450	0%	100%	0%	0%	0%	Not significant/material. Cost for dam safety and compliance.
Total Water Supply		**11,220,255**	**11,276,706**	**56,452**						
355302	Community Building - CCTV	59,631	54,998	(4,633)	100%	0%	0%	0%	0%	Not significant/material
332101	Libraries and Service Centres - Waihi Beach Library Building	399,627	-	(399,627)						Not significant/material. Update to timing.
332301	Libraries and Service Centres - Te Puke - Library Building	1,706,994	1,678,291	(28,703)	0%	88%	0%	12%	0%	Not significant/material
282103	Libraries and Service Centres - Library Book Purchase Renewals	418,572	386,053	(32,519)	0%	0%	0%	0%	100%	Not significant/material
282105	Libraries and Service Centres - Library New Book Purchases	66,011	60,882	(5,128)	0%	0%	0%	6%	94%	Not significant/material
318501	Libraries and Service Centres - District Libraries Security Tags	56,900	52,479	(4,420)	94%	0%	0%	6%	0%	Not significant/material
280001	Community Facilities - Elder Housing Capital Renewals	85,350	78,719	(6,631)	0%	0%	0%	100%	0%	Not significant/material
264315	Community Facilities - Cemeteries - Cemetery/Urupa Land Purchase & Development - West	209,150	538,952	329,802	0%	86%	0%	14%	0%	Not significant/material - reflects decisions made through the Annual Plan 2026/27.

					Funding Source					
Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
264402	Community Facilities - Cemeteries - Te Puke Cemetery Burial Beams	-	12,252	12,252	0%	89%	0%	11%	0%	Not significant/material
264407	Community Facilities - Cemeteries - Te Puke Cemetery Natural Burials Construction	-	180,960	180,960	90%	0%	0%	10%	0%	No Change. Offset by below. Project number change.
LTP25/34-5-C	Te Puke Cemetery Natural Burials Construction	180,960	-	(180,960)						No Change. Offset by above. Project number change.
264403	Community Facilities - Cemeteries - Katikati Cemetery Burial Beams	-	12,252	12,252	0%	89%	0%	11%	0%	Not significant/material
Total Communities		**3,183,194**	**3,055,840**	**(127,354)**						
244912	Recreation and Open Space - District Wide - Land acquisition	284,499	576,724	292,225	0%	0%	0%	100%	0%	Not significant/material. Update to timing.
320801	Recreation and Open Space - Asset Replacement	1,065,544	982,765	(82,779)	0%	0%	0%	0%	100%	Update to cost and timing. Not significant/material
322701	Recreation and Open Space - Pongakawa - Domain upgrade access/carpark	98,862	91,181	(7,680)	100%	0%	0%	0%	0%	Not significant/material
342001	Recreation and Open Space - Assets Erosion Protection funding	227,599	209,917	(17,682)	100%	0%	0%	0%	0%	Not significant/material
354201	Recreation and Open Space - Conway Road Reserve Concept Plan Implementation	88,560	81,680	(6,880)	0%	60%	0%	40%	0%	Not significant/material
269005	Recreation and Open Space - Kiokio Reserve - Playground	-	173,570	173,570	0%	100%	0%	0%	0%	Not significant/material. Replaces Porject below.
LTP25/34-37	Playground at Kiokio Reserve	188,190	-	(188,190)						Not significant/material. Replaced by project above.
212912	Recreation and Open Space - Katikati Moore Park - Toilet	276,750	-	(276,750)						Update to cost and timing. Not significant/material
218406	Recreation and Open Space - Omokoroa Domain - concept plan implementation	56,900	-	(56,900)						Update to timing. Not significant/material
225403	Recreation and Open Space - District Wide Reserves - Minor Works	56,900	52,479	(4,420)	89%	0%	0%	11%	0%	Not significant/material
245601	Recreation and Open Space - Maketu - Spencer Ave Development	137,268	126,604	(10,664)	60%	0%	0%	40%	0%	Not significant/material
246810	Recreation and Open Space - Midway Park & Pukehina Parade - Sports field Medium 2nd stage	11,070	10,210	(860)	89%	0%	0%	11%	0%	Not significant/material
260306	Recreation and Open Space - Kauri Point - Car Park	70,101	-	(70,101)						Not significant/material. Project replaced by project below.
260322	Recreation and Open Space - Kauri Point	-	204,200	204,200	60%	0%	0%	40%	0%	Not significant/material. Project partially replaces project above and is a collation of all Kauri Point related projects. Adjustment made for timing.
260401	Recreation and Open Space - Kaimai Ward- Anson Bush Reserve Facilities	-	26,176	26,176	0%	0%	0%	11%	89%	Not significant/material
260523	Recreation and Open Space - Otamarakau / Rogers Rd boat ramp & formalise boat access	22,760	20,992	(1,768)	60%	0%	0%	40%	0%	Not significant/material
260524	Recreation and Open Space - Otamarakau / Rogers Rd - car parks	59,176	54,579	(4,597)	60%	0%	0%	40%	0%	Not significant/material
312501	Recreation and Open Space - District Signage Capital	22,760	20,992	(1,768)	89%	0%	0%	11%	0%	Not significant/material
322102	Recreation and Open Space - Waihi Beach Pohutukawa Reserve	55,350	51,050	(4,300)	89%	0%	0%	11%	0%	Not significant/material
322710	Recreation and Open Space - Pongakawa - reserve development	-	24,089	24,089	100%	0%	0%	0%	0%	Not significant/material
345301	Recreation and Open Space - Cycleways & Walkways funding	341,399	314,876	(26,522)	0%	30%	0%	70%	0%	Not significant/material
345401	Recreation and Open Space - Omokoroa Active Reserves	1,365,595	-	(1,365,595)	0%	0%	0%	100%	0%	Not significant/material. Adjustment made for timing by prior Council deccision.
354401	Recreation and Open Space - Wairoa Road Rowing club Reserve	101,282	159,961	58,680	30%	0%	0%	70%	0%	Update to timing. Not significant/material
354501	Recreation and Open Space - Lynley Park Subdivision	159,319	146,942	(12,377)	0%	0%	0%	100%	0%	Not significant/material
357501	Recreation and Open Space - Bell Road Kaituna River access	34,937	32,223	(2,714)	83%	0%	0%	17%	0%	Not significant/material
357601	Recreation and Open Space - Otaiparia Kaituna River	589,129	-	(589,129)						Update to timing. Not significant/material
357603	Recreation and Open Space - Beach Road	-	112,310	112,310	50%	0%	43%	7%	0%	Not significant/material. Reflects decsions made through the Annual Plan 2025/26.
357604	Recreation and Open Space - Tahawai Road	-	111,289	111,289	50%	0%	50%	0%	0%	Not significant/material. Reflects decsions made through the Annual Plan 2025/26.
326106	Recreation and Open Space - Te Puke - new indoor swimming pool facility	553,500	830,205	276,705	0%	49%	34%	17%	0%	Update to timing. Not significant/material

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
281507	Recreation and Open Space - Coastal & Marine Projects funding	56,900	52,479	(4,420)	100%	0%	0%	0%	0%	Not significant/material
321101	Recreation and Open Space - Coastal Marine Asset Replacement Project funding	1,470,096	-	(1,470,096)	0%	0%	0%	0%	100%	Update to timing. Not significant/material
289858	Recreation and Open Space - TECT All Terrain Park Motorsport Entrance Relocation	-	215,431	215,431	0%	0%	0%	100%	0%	Update to timing. Not significant/material
289860	Recreation and Open Space - TECT All Terrain Park Events Space Fence	-	61,260	61,260	0%	0%	0%	100%	0%	Update to timing. Not significant/material
289824	Recreation and Open Space - TECT All Terrain Park - Forest Replanting's	111,943	103,247	(8,697)	0%	0%	0%	100%	0%	Not significant/material
289863	Recreation and Open Space - TECT All Terrain Park Te Matai Sealed Driver Training Area - Forestry	455,198	419,835	(35,363)	0%	0%	0%	100%	0%	Not significant/material
289808	Recreation and Open Space - TECT All Terrain Park Public Infrastructure	113,800	104,959	(8,841)	0%	0%	50%	50%	0%	Not significant/material
289815	Recreation and Open Space - TECT All Terrain Park Roading	56,900	52,479	(4,420)	0%	0%	50%	50%	0%	Not significant/material
289823	Recreation and Open Space - TECT All Terrain Park Sub hub & Park Signage	22,760	20,992	(1,768)	0%	0%	50%	50%	0%	Not significant/material
289840	Recreation and Open Space - TECT All Terrain Park Asset Development	44,382	133,404	89,022	0%	0%	50%	50%	0%	Update to timing. Not significant/material
289861	Recreation and Open Space - TECT All Terrain Park Ngawaro Road Crossing	-	61,260	61,260	0%	0%	50%	50%	0%	Not significant/material. Reflects decsions made through the Annual Plan 2025/26.
289862	Recreation and Open Space - TECT All Terrain Park Te Matai Road Network Extension	-	45,811	45,811	0%	0%	0%	0%	100%	Not significant/material
289864	Recreation and Open Space - TECT All Terrain Park Inclusive Adventure Playground	-	104,963	104,963	0%	0%	0%	0%	100%	Update to timing. Not significant/material
289865	Recreation and Open Space - TECT All Terrain Park Motorsport Shared Training/Administration Build	276,750	275,265	(1,485)	0%	0%	50%	50%	0%	Not significant/material
Total Recreation and Open Spaces		**8,476,177**	**6,066,401**	**439,648**						
AP2027*body c	Body worn cameras x7	-	10,016	10,016	100%	0%	0%	0%	0%	Not significant/material
Total Regulatory		**-**	**10,016**	**10,016**						
168605	Waihi Beach WWTP Mechanical Separator for Wetlands	801,500	718,900	(82,600)	0%	0%	0%	100%	0%	Update to cost and timing. Not significant/material
353101	Wastewater - Waihi Beach - Wastewater Treatment Plant Renewal of Resource Consent	-	52,663	52,663	0%	0%	0%	100%	0%	Update to cost and timing. Not significant/material
353201	Wastewater - Waihi Beach - SAS Lagoon Repairs	-	513,500	513,500	0%	100%	0%	0%	0%	Update to timing. Not significant/material
168603	Wastewater - Waihi Beach - Wastewater Treatment Renewals	68,700	51,350	(17,350)	0%	100%	0%	0%	0%	
168604	Wastewater - Waihi Beach - Wastewater Treatment Plant Fixed Generator	-	317,343	317,343	0%	100%	0%	0%	0%	Update to timing. Not significant/material
226001	Wastewater - Waihi Beach Treatment Pump Station Renewal	226,710	308,100	81,390	0%	95%	0%	5%	0%	Not significant/material. Required compliance costs.
226025	Wastewater - Waihi Beach - Treatment Plant Upgrade	8,892,986	12,679,004	3,786,018	0%	95%	0%	5%	0%	Not significant/material. Decision made through Annual Plan 2025/26.
226031	Wastewater - Waihi Beach - Wastewater Treatment Plant screw press	-	634,840	634,840	0%	95%	0%	5%	0%	Update to cost and timing. Not significant/material
317001	Wastewater - Waihi Beach Structure Plan	622,508	-	(622,508)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
225723	Wastewater - Katikati Pump Station	76,715	171,509	94,794	0%	78%	0%	22%	0%	Not significant/material. Required compliance costs.
225743	Wastewater - Katikati - Infrastructure Improvements	19,465	17,459	(2,006)	0%	100%	0%	0%	0%	Not significant/material
361801	Wastewater - Katikati - Wastewater Disposal Future Directions	-	1,442,969	1,442,969	0%	80%	0%	20%	0%	Not significant/material. Replaces project below.
LTP25/34-18-C	Katikati Ocean Outfall or Alternative Discharge	1,145,000	-	(1,145,000)						Not significant/material. Replaced by project above.
225744	Wastewater - Katikati - Wastewater Treatment Plant Upgrades	397,315	356,369	(40,946)	0%	78%	0%	22%	0%	Not significant/material
316701	Wastewater - Katikati Structure Plan	148,850	-	(148,850)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
229815	Wastewater - Omokoroa - Pumpstation Renewals	111,065	308,100	197,035	0%	100%	0%	0%	0%	Not significant/material. Required compliance costs.
343901	Wastewater - Omokoroa - Reduce infiltration	-	97,565	97,565	0%	0%	0%	100%	0%	Update to timing. Not significant/material
336601	Wastewater - Omokoroa - Manhole Repair	114,500	102,700	(11,800)	0%	100%	0%	0%	0%	Not significant/material
317302	Wastewater - Omokoroa Structure Plan - Rising Main Omokoroa Road (WW1-B)	-	718,900	718,900	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
225615	Wastewater - Te Puke - Wastewater Pump Station Renewals and Access	153,430	174,590	21,160	0%	77%	0%	23%	0%	Not significant/material
353501	Wastewater - Te Puke - Infrastructure Rehabilitation	85,875	77,025	(8,850)	0%	75%	0%	25%	0%	Not significant/material

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
344001	Wastewater - Te Puke - Wastewater Treatment Plant Rock Filter	171,750	154,050	(17,700)	0%	100%	0%	0%	0%	Not significant/material
344101	Wastewater - Te Puke - Wastewater Treatment Plant - wetlands decommissioning	171,750	-	(171,750)	0%	100%	0%	0%	0%	Update to timing. Not significant/material
225632	Wastewater - Te Puke - Wastewater Gordon St Treatment Plant Upgrade	30,603,560	49,393,819	18,790,259	0%	42%	17%	41%	0%	Not significant/material. Update to timing and reflects previous Council decision.
316708	Wastewater - Te Puke Structure Plan - New reticulation to adjacent to RD3-1 (WW-2)	-	108,143	108,143	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
316703	Wastewater - Te Puke Structure Plan - Raymond Ave to Dunlop Road (WWSP-2)	-	1,170,780	1,170,780	0%	0%	0%	100%	0%	Significant and material - Growth and infrastructure demand
295703	Wastewater - Te Puke Structure Plan	277,446	-	(277,446)						Significant and material - Growth and infrastructure demand
344301	Wastewater - Maketu - Pump Station Renewals	343,500	2,310,750	1,967,250	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
344302	Wastewater - Maketu - Booster Pump Station Renewals	-	123,240	123,240	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
Total Wastewater		**44,432,625**	**72,003,668**	**27,571,043**						
226620	Stormwater - Te Puke SW Upgrades for Growth	-	1,027,000	1,027,000	0%	0%	0%	100%	0%	Update to cost and timing. Not significant/material
319601	Stormwater - Comprehensive Stormwater Consents	274,800	100,184	(174,616)	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
226332	Stormwater - Waihi Beach - Pump Station Renewals	74,267	66,613	(7,654)	0%	100%	0%	0%	0%	Not significant/material
226363	Stormwater - Waihi Beach - 2 Mile Creek Catchment Improvements	-	308,100	308,100	0%	96%	0%	4%	0%	Update to timing. Not significant/material
226515	Stormwater - Omokoroa - Upgrades Hamurana Rd, Owen Pl	495,116	395,326	(99,790)	0%	50%	0%	50%	0%	Update to cost and timing. Not significant/material
226523	Stormwater - Omokoroa - Vivian Dr upgrade	662,360	535,581	(126,779)	0%	50%	0%	50%	0%	Update to cost and timing. Not significant/material
226524	Stormwater - Omokoroa - Renewals	-	367,570	367,570	0%	50%	0%	50%	0%	Update to cost and timing. Not significant/material
226525	Stormwater - Omokoroa - Upgrades	464,172	367,570	(96,601)	0%	50%	0%	50%	0%	Update to cost and timing. Not significant/material
226642	Stormwater - Te Puke - Upgrades Williams Dr	263,350	206,951	(56,399)	0%	77%	0%	23%	0%	Update to cost and timing. Not significant/material
226652	Stormwater - Te Puke - King Street Outfall	-	376,665	376,665	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
344901	Stormwater - Omokoroa - Harbour View Road Upgrade	-	505,815	505,815	0%	50%	0%	50%	0%	Update to cost and timing. Not significant/material
340001	Stormwater - Small Communities Infrastructure Remediation	12,595	11,896	(699)	0%	100%	0%	0%	0%	Not significant/material
340101	Stormwater - District Wide Modelling	80,150	-	(80,150)	0%	100%	0%	0%	0%	Not significant/material. Movement of budget to operational spend.
226353	Stormwater - Waihi Beach - 2 Mile Creek West Bank	-	154,050	154,050	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
226361	Stormwater - Waihi Beach - Pio Shores	916,000	154,050	(761,950)	0%	96%	0%	4%	0%	Update to timing. Not significant/material
226362	Stormwater - Waihi Beach - Pipe Upgrade	515,250	423,137	(92,113)	0%	96%	0%	4%	0%	Update to cost and timing. Not significant/material
226364	Stormwater - Waihi Beach - Earth Dam	8,415,750	513,500	(7,902,250)	0%	96%	0%	4%	0%	Update to cost and timing. Not significant/material
226365	Stormwater - Waihi Beach - Improvements various	171,750	154,050	(17,700)	0%	100%	0%	0%	0%	Not significant/material
226367	Stormwater- Waihi Beach - Brighton Road Diversion and Darley Drain Outlet Improvements	-	1,027,000	1,027,000	0%	96%	0%	4%	0%	Update to cost and timing. Not significant/material. Parital offset by below.
LTP25/34-46-B	Stormwater, Waihi Beach, Brighton Road Diversion and Darley Drain Outlet Improvements	2,290,000	-	(2,290,000)						Update to cost and timing. Not significant/material. Partial offset by above.
LTP25/34-47-B	Stormwater- Waihi Beach - Walnut Avenue Pipe Renewal	687,000	-	(687,000)						Update to timing. Not significant/material
226370	Stormwater - Waihi Beach - Wilson Park/ The Crescent SW improvements	-	513,500	513,500	0%	96%	0%	4%	0%	Update to cost and timing. Not significant/material. Parital offset by below.
LTP25/34-49-B	Stormwater, Waihi Beach, Wilson Park/ The Crescent SW improvements	572,500	-	(572,500)						Update to cost and timing. Not significant/material. Partial offset by above.

Project ID	Project Description	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
					Rates	Loans	External Funding	FINCO	Reserves	
226603	Stormwater - Katikati Structure Plan - New Pipe and Pond (SWD, SWC, Pond 4c, Pond 4b)	-	243,868	243,868	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
316707	Stormwater - Te Puke Structure Plan - Pond4 (SWP4)	-	154,050	154,050	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
317208	Stormwater - Omokoroa Structure Plan - Wetland end of Prole Rd (N1)	-	2,521,268	2,521,268	0%	0%	0%	100%	0%	Not significant/material. Update to cost and timing - Growth and infrastructure demand
226602	Stormwater - Te Puke Structure Plan	2,175,500	-	(2,175,500)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
316601	Stormwater - Katikati Structure Plan	1,685,042	-	(1,685,042)						Not significant/material. Update to cost and timing - Growth and infrastructure demand
265413	Stormwater - Maketu - Upper Catchment Attenuation	189,691	71,890	(117,801)	0%	100%	0%	0%	0%	Update to timing. Not significant/material
332614	Stormwater - Small Communities - Infrastructure rehabilitation	6,870	6,489	(381)	0%	100%	0%	0%	0%	Not significant/material
332616	Stormwater - Tanners Pt Upgrades Tanners Pt Road East Stg 2	137,400	123,240	(14,160)	0%	100%	0%	0%	0%	Not significant/material
332617	Stormwater - Tanners Pt Upgrades Tanners Pr Road North	103,050	92,430	(10,620)	0%	100%	0%	0%	0%	Not significant/material
332621	Stormwater - Small Communities- Kauri Point Upgrades	579,565	471,072	(108,493)	0%	100%	0%	0%	0%	Update to cost and timing. Not significant/material
Total Stormwater		**20,772,177**	**10,892,864**	**(9,879,313)**						
326804	Economic Development - Property - Katikati Town Centre Development Ward Funded	114,482	97,540	(16,942)	100%	0%	0%	0%	0%	Not significant/material
326805	Economic Development - Property - Town Centre Katikati	227,599	223,772	(3,827)	0%	0%	0%	100%	0%	Not significant/material
Total Economic		**342,082**	**321,312**	**(20,769)**						
157503	Support Services - Information Technology - Digital Services and Applications	-	45,012	45,012	0%	0%	0%	0%	100%	Not significant/material
212302	Support Services - Information Technology - Infrastructure Development and Renewals	618,200	729,233	111,033	0%	0%	0%	0%	100%	Update to cost and timing. Not significant/material
157103	Information Technology - Ozone application development and support	22,000	-	(22,000)						Not significant/material
157302	Information Technology - Application software development	88,000	-	(88,000)						Update to cost and timing. Not significant/material
225501	Support Services - GIS - Aerial photography resupply	39,600	38,743	(857)	0%	0%	0%	0%	100%	Not significant/material
259803	Support Services - Property - Office Furniture & Fittings capital and renewals	88,000	81,840	(6,160)	0%	0%	0%	0%	100%	Not significant/material
259903	Support Services - Property - Office Alterations	113,190	105,267	(7,923)	0%	0%	0%	0%	100%	Not significant/material
259905	Support Services - Property - Office Refurbishment	455,950	424,034	(31,917)	0%	0%	0%	0%	100%	Not significant/material
259908	Support Services - Property - Service Centre Alterations	84,893	78,950	(5,942)	0%	0%	0%	0%	100%	Not significant/material
338301	Support Services - Property - Strategic Opportunities	219,177	219,177	-	0%	0%	0%	100%	0%	No change.
315701	Support Services - Property - Vehicle Purchases	770,000	716,100	(53,900)	0%	0%	0%	0%	100%	Update to cost and timing. Not significant/material
Total Support Services		**2,499,010**	**2,438,356**	**(60,654)**						
		125,761,353	**134,165,385**	**16,868,717**						

Operational Projects Detailed

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
236801	Representation - Representation Review - Triennially	Operational	22,140	-	(22,140)						Not significant/material
250401	Representation - Triennial Elections	Operational	-	3,063	3,063	100%	0%	0%	0%	0%	Not significant/material
315901	Representation - Waihi Beach Community Board Grants	Operational	5,690	10,210	4,520	100%	0%	0%	0%	0%	Not significant/material
316001	Representation - Katikati Community Board Grants	Operational	8,856	10,210	1,354	100%	0%	0%	0%	0%	Not significant/material
316101	Representation - Omokoroa Community Board Grants	Operational	15,382	36,000	(3,130)	100%	0%	0%	0%	0%	Not significant/material
316201	Representation - Te Puke Community Board Grants	Operational	17,408	20,000	(2,093)	100%	0%	0%	0%	0%	Not significant/material
316301	Representation - Maketu Community Board Grants	Operational	5,535	8,168	2,633	100%	0%	0%	0%	0%	Not significant/material
Representation			**75,010**	**59,218**	**(15,792)**						
151107	Planning for the Future - Policy & Planning - Reserve Concept Plans	Operational	9,160	24,648	15,488	100%	0%	0%	0%	0%	Not significant/material
175602	Planning for the Future - Policy & Planning - Management of LTP review	Operational	114,500	267,020	152,520	100%	0%	0%	0%	0%	Not significant/material - budget movement between cost centres only
175910	Planning for the Future - Policy & Planning - Policy Development and Review	Operational	11,828	20,540	8,712	100%	0%	0%	0%	0%	Not significant/material
293002	Planning for the Future - Policy & Planning - Bylaw Review and Development	Operational	5,914	5,649	(265)	100%	0%	0%	0%	0%	Not significant/material
296301	Planning for the Future - Monitoring Reports - Annual Residents Survey	Operational	59,139	32,864	(26,275)	100%	0%	0%	0%	0%	Not significant/material
252208	Planning for the Future - SmartGrowth Implementation coordination share	Operational	183,200	183,200	-	100%	0%	0%	0%	0%	No change
346401	Planning for the Future - Natural Hazards Collaborative Planning	Operational	85,875	85,875	-	100%	0%	0%	0%	0%	No change
354101	Planning for the Future - Spatial Planning	Operational	171,750	171,750	-	100%	0%	0%	0%	0%	No change
354102	Planning for the Future - Resource Management Reform	Operational	114,500	114,500	-	100%	0%	0%	0%	0%	No change
362301	Planning for the Future - Plan Changes / Structure Planning	Operational	114,500	114,500	-	100%	0%	0%	0%	0%	No change
354902	Planning for the Future - Regional Deals	Operational	-	256,750	256,750	100%	0%	0%	0%	0%	**Material - new budget to enable implementation of the Regional Deals Programme.**
Planning for the Future			**870,366**	**1,277,296**	**406,929**						
324009	Transportation - Modelling	Operational	126,869	124,700	(2,169)	100%	0%	0%	0%	0%	Not significant/material
324013	Transportation - Service Relocations	Operational	171,274	-	(171,274)						Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400111	Transportation - NZTA Works 111 Sealed pavement maintenance	Operational	-	4,859,935	4,859,935	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400112	Transportation - NZTA Works 112 Unsealed pavement maintenance	Operational	-	736,694	736,694	83%	0%	12%	0%	5%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400113	Transportation - NZTA Works 113 Routine drainage maintenance	Operational	-	1,107,157	1,107,157	83%	0%	12%	0%	5%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400114	Transportation - NZTA Works 114 Structures maintenance	Operational	-	419,071	419,071	72%	0%	8%	0%	20%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400121	Transportation - NZTA Works 121 Environmental maintenance	Operational	-	5,618,074	5,618,074	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400122	Transportation - NZTA Works 122 Traffic services maintenance	Operational	-	2,244,616	2,244,616	76%	0%	9%	0%	14%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400123	Transportation - NZTA Works 123 Network operations	Operational	-	856,578	856,578	72%	0%	8%	0%	20%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
400124	Transportation - NZTA Works 124 Cycle path maintenance	Operational	-	371,775	371,775	68%	0%	6%	0%	26%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400125	Transportation - NZTA Works 125 Footpath maintenance	Operational	-	44,473	44,473	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400131	Transportation - NZTA Works 131 Rail level crossing warning devices maintenance	Operational	-	27,031	27,031	77%	0%	10%	0%	14%	
400140	Transportation - NZTA Works 140 Minor events	Operational	-	477,728	477,728	70%	0%	7%	0%	22%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
400151	Transportation - NZTA Works 151 Network and asset management	Operational	-	3,420,578	3,420,578	88%	0%	12%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
152301	Transportation - Road Safety Operation	Operational	167,100	82,560	(84,540)	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Transportation expenditure
Transportation			**465,243**	**20,390,968**	**19,925,725**						
243636	Water Supply - Western Supply Zone- Water Demand Management	Operational	62,975	56,485	(6,490)	100%	0%	0%	0%	0%	Not significant/material
243640	Water Supply - Western Supply Zone - Water Consents and Compliance Renewals	Operational	125,950	-	(125,950)	100%	0%	0%	0%	0%	Not significant/material - Reclassification of projects as maintenance.
310601	Water Supply - Western Supply Zone - Western Asset Validation	Operational	34,350	30,810	(3,540)	100%	0%	0%	0%	0%	
252602	Water Supply - Western Supply Zone - Water Maintenance	Operational	-	1,468,610	1,468,610	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU and Consents/Compliance to projects to accurately budget and track expenditure
243333	Water Supply - Central Supply Zone - Water Demand Management	Operational	28,625	25,675	(2,950)	100%	0%	0%	0%	0%	Not significant/material
243341	Water Supply - Central Supply Zone - Water Consents and Compliance Renewals	Operational	47,311	42,436	(4,876)	100%	0%	0%	0%	0%	Not significant/material
310701	Water Supply - Central Supply Zone - Central Asset Validation	Operational	11,828	10,609	(1,219)	100%	0%	0%	0%	0%	Not significant/material
252702	Water Supply - Central Supply Zone - Water Maintenance	Operational	-	2,259,400	2,259,400	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
287117	Water Supply - Eastern Supply Zone - Eastern Demand Management	Operational	57,250	51,350	(5,900)	100%	0%	0%	0%	0%	Not significant/material
310801	Water Supply - Eastern Supply Zone - Eastern Asset Validation	Operational	11,450	10,270	(1,180)	100%	0%	0%	0%	0%	Not significant/material
252802	Water Supply - Eastern Supply Zone - Water Maintenance	Operational	-	1,335,100	1,335,100	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
Water Supply			**379,739**	**5,290,745**	**4,911,005**						
148805	Community Building - Grant Katikati Open Air Art Grant (Murals)	Operational	14,391	14,391	-	100%	0%	0%	0%	0%	No change
148809	Community Matching Fund	Operational	121,770	112,310	(9,460)	100%	0%	0%	0%	0%	Not significant/material
148813	Community Building - Community Arts - The Incubator Creative Hub	Operational	25,461	25,461	-	100%	0%	0%	0%	0%	No change
148815	Community Action Plans	Operational	49,815	25,525	(24,290)	100%	0%	0%	0%	0%	Not significant/material
148818	Community Building - Community Services Contract - Age Friendly Communities	Operational	24,354	24,354	-	100%	0%	0%	0%	0%	No change
148901	Community Building - Community Services Contract - Citizens Advice Bureau	Operational	27,675	27,675	-	100%	0%	0%	0%	0%	No change
149001	Community Building - Community Services contract - Creative Bay of Plenty	Operational	118,397	118,397	-	100%	0%	0%	0%	0%	No change
149102	Community Service Contract SRD	Operational	116,235	116,235	-	100%	0%	0%	0%	0%	No change
299901	Community Building - Community Development - Crime Prevention Projects	Operational	18,819	-	(18,819)						Not significant/material
303901	Katikati Comm Centre Contract	Operational	48,708	48,708	-	100%	0%	0%	0%	0%	No change
315602	Community Building - Bay of Plenty Local Authority Shared Services	Operational	45,520	34,723	(10,797)	100%	0%	0%	0%	0%	Not significant/material
326701	Community Building - Arts and Culture contract - Tauranga Art Gallery	Operational	48,708	48,708	-	100%	0%	0%	0%	0%	No change
336101	Community Building - Community Services Contract - Museum Operations	Operational	249,075	249,075	-	100%	0%	0%	0%	0%	No change
340901	Safer Communities Programmes	Operational	34,823	32,118	(2,705)	100%	0%	0%	0%	0%	Not significant/material
341001	Regional Healthy Housing Prog	Operational	68,280	68,280	-	100%	0%	0%	0%	0%	No change
341002	Community Building - Housing Action Plan Implementation	Operational	33,210	32,652	(558)	100%	0%	0%	0%	0%	Not significant/material

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
345501	Community Building - Community Development - Welcoming Communities Programme	Operational	45,520	41,984	(3,536)	100%	0%	0%	0%	0%	Not significant/material
345502	Community Building - Community Development - Migrant Support Grant	Operational	17,411	-	(17,411)						Not significant/material
347901	Community Building - Community Development - COLAB & SocialLink	Operational	68,280	68,280	-	100%	0%	0%	0%	0%	No change
353801	Community Building - Wellbeing Plan implementation of agreed actions	Operational	206,100	102,100	(104,000)	100%	0%	0%	0%	0%	Not significant/material - reduction of budget for operational savings.
355001	Community Building - Community Events Support	Operational	136,560	128,646	(7,914)	100%	0%	0%	0%	0%	Not significant/material
362501	Community Building - Service Delivery Contract - Live Well Waihi Beach	Operational	-	33,210	33,210	100%	0%	0%	0%	0%	Not significant/material
LTP25/34-42	Community Fund	Operational	280,071	-	(280,071)						Not significant/material. Partially captured under Future Community Facilities Fund
LTP25/34-44-B	Community Building - Future Community Facilities Fund	Operational	709,587	697,655	(11,932)						Not significant/material
LTP25/34-4	Service Delivery Contract - Live Well Waihi Beach	Operational	33,210	-	(33,210)						Not significant/material
300301	Community Building - Kaupapa Maori - Cultural Kaupapa	Operational	33,210	33,210	-	100%	0%	0%	0%	0%	No change
323201	Community Building - Kaupapa Maori - Papakainga Development	Operational	110,700	110,700	-	100%	0%	0%	0%	0%	No change
331001	Community Building - Kaupapa Maori - Supporting Iwi and Hapu Plan Implementation	Operational	110,700	110,700	-	100%	0%	0%	0%	0%	No change
334801	Community Building - Kaupapa Maori - Marae Sustainability funding	Operational	66,420	66,420	-	100%	0%	0%	0%	0%	No change
346201	Community Building - Te Ara Mua Implementation	Operational	23,656	-	(23,656)						Not significant/material
156302	Community Building - Lifeline Facilities study	Operational	11,380	-	(11,380)						Not significant/material
330902	Libraries and Service Centres - Aotearoa Peoples Network Kaharoa (APNK) Operational c	Operational	28,450	26,240	(2,210)	100%	0%	0%	0%	0%	Not significant/material
280816	Community Facilities - Property - Halls Kaimai	Operational	14,072	10,300	(3,772)	100%	0%	0%	0%	0%	Not significant/material
280801	Community Facilities - Property - Halls Katikati	Operational	128,697	64,170	(64,527)	100%	0%	0%	0%	0%	Not significant/material - update to costs and operational requirements.
280832	Community Facilities - Property - Halls Katikati (Loan)	Operational	38,344	-	(38,344)						Not significant/material
280803	Community Facilities - Property - Halls Ohauiti	Operational	18,725	11,777	(6,948)	100%	0%	0%	0%	0%	Not significant/material
280804	Community Facilities - Property - Halls Omanawa	Operational	16,384	11,581	(4,803)	100%	0%	0%	0%	0%	Not significant/material
280805	Community Facilities - Property - Halls Omokoroa	Operational	53,065	50,975	(2,090)	100%	0%	0%	0%	0%	Not significant/material
280806	Community Facilities - Property - Halls Oropi	Operational	24,424	14,270	(10,154)	100%	0%	0%	0%	0%	Not significant/material
280809	Community Facilities - Property - Halls Paengaroa	Operational	48,316	31,155	(17,161)	100%	0%	0%	0%	0%	Not significant/material
280819	Community Facilities - Property - Halls Pukehina Beach	Operational	28,920	21,382	(7,538)	100%	0%	0%	0%	0%	Not significant/material
280810	Community Facilities - Property - Halls Pyes Pa	Operational	32,782	20,526	(12,256)	100%	0%	0%	0%	0%	Not significant/material
280811	Community Facilities - Property - Halls Te Puke	Operational	255,740	141,272	(114,468)	100%	0%	0%	0%	0%	Not significant/material - update to costs and operational requirements.
280820	Community Facilities - Property - Halls Te Ranga	Operational	12,986	8,238	(4,748)	100%	0%	0%	0%	0%	Not significant/material
280812	Community Facilities - Property - Halls Te Puna Community Centre	Operational	21,293	47,987	26,694	100%	0%	0%	0%	0%	Not significant/material
280813	Community Facilities - Property - Halls Te Puna	Operational	58,502	13,502	(45,000)	100%	0%	0%	0%	0%	Not significant/material
280815	Community Facilities - Property - Halls Waihi Beach	Operational	75,524	51,589	(23,935)	100%	0%	0%	0%	0%	Not significant/material
280822	Community Facilities - Property - Halls Whakamarama	Operational	25,234	17,502	(7,732)	100%	0%	0%	0%	0%	Not significant/material
Communities			**3,779,502**	**2,913,982**	**(865,520)**						
213404	Recreation and Open Space - Asset Management Improvement Programme	Operational	83,025	76,575	(6,450)	100%	0%	0%	0%	0%	Not significant/material
164501	Recreation and Open Space - Te Puke Sports Field Service Delivery Contract	Operational	17,070	16,785	(285)	100%	0%	0%	0%	0%	Not significant/material
260522	Recreation and Open Space - Otamarakau / Rogers Rd - planting & weed spraying	Operational	11,949	11,021	(928)	100%	0%	0%	0%	0%	Not significant/material
312502	Recreation and Open Space - District Signage Operating	Operational	11,380	10,496	(884)	100%	0%	0%	0%	0%	Not significant/material
318901	Recreation and Open Space - Sub Regional Council Contribution to Sports and Exhibition	Operational	37,907	41,485	3,578	100%	0%	0%	0%	0%	Not significant/material
330701	Recreation and Open Space - Tauranga Harbour Esplanade funding	Operational	28,450	15,315	(13,135)	100%	0%	0%	0%	0%	Not significant/material
331201	Recreation and Open Space - Tauranga Harbour Margins project funding	Operational	28,450	36,450	8,000	100%	0%	0%	0%	0%	Not significant/material
336701	Recreation and Open Space - Matakana Island Service Delivery Contract funding	Operational	5,690	7,964	2,274	100%	0%	0%	0%	0%	Not significant/material
352301	Recreation and Open Space - District CCTV Implementation	Operational	22,140	-	(22,140)						Not significant/material
353702	Recreation and Open Space - Dog Parks Maintenance	Operational	6,642	-	(6,642)						Not significant/material
500005	Recreation and Open Space - Maintenance Mowing	Operational	-	929,110	929,110	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500004	Recreation and Open Space - Maintenance Trees	Operational	-	45,945	45,945	100%	0%	0%	0%	0%	Not significant/material

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
500001	Recreation and Open Space - Maintenance Litter Collection	Operational	-	255,250	255,250	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500002	Recreation and Open Space - Maintenance Building Alterations	Operational	-	102,100	102,100	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500003	Recreation and Open Space - Maintenance Cycleways	Operational	-	102,100	102,100	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500006	Recreation and Open Space - Maintenance Toilet Cleaning	Operational	-	587,075	587,075	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500007	Recreation and Open Space - Maintenance Turf Management	Operational	-	112,310	112,310	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500008	Recreation and Open Space - Maintenance Vandalism	Operational	-	61,260	61,260	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500010	Recreation and Open Space - Maintenance Pest Control	Operational	-	234,830	234,830	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
500011	Recreation and Open Space - Maintenance Volunteers	Operational	-	5,105	5,105	100%	0%	0%	0%	0%	Not significant/material
500013	Recreation and Open Space - Maintenance Dog Parks	Operational	-	6,126	6,126	100%	0%	0%	0%	0%	Not significant/material
500000	Recreation and Open Space - Maintenance General	Operational	-	2,174,730	2,174,730	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track Recreation and Open Space expenditure
249201	Reserves - Facilities in the community fund	Operational	62,590	51,050	(11,540)						Not significant/material
163503	Recreation and Open Space - Swimming Pools - Te Puke Aquatic Centre Service Delivery	Operational	352,779	-	(352,779)						Not significant/material - Replaced by new project relating to Service Delivery Contract for the pools (326109)
165401	Recreation and Open Space - Swimming Pools - Dave Hume Service Delivery Contract	Operational	332,100	-	(332,100)						Not significant/material - Replaced by new project relating to Service Delivery Contract for the pools (326109)
326105	Recreation and Open Space - Swimming Pools - Te Puke repairs and maintenance	Operational	38,745	-	(38,745)						Not significant/material

Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Funding Source					Assessment of significance / materiality
						Rates	Loans	External Funding	FINCO	Reserves	
326109	Recreation and Open Space - Swimming Pools - Pools Service Delivery Contract	Operational	-	891,381	891,381	100%	0%	0%	0%	0%	Not significant/material - New project relating to Service Delivery Contract for the pools - amalgamation of two projects into a single contract. Largely offset by 163503 and 165401. Result of previous Council decision.
289835	Recreation and Open Space - TECT All Terrain Park Plans and Assessments	Operational	11,380	11,189	(191)	100%	0%	0%	0%	0%	Not significant/material
Recreation and Open Space			**1,050,296**	**5,785,651**	**4,735,355**						
358601	Regulatory - Seasonal Bylaw compliance & monitoring	Operational	80,562	69,303	(11,259)	100%	0%	0%	0%	0%	Not significant/material
Regulatory			**80,562**	**69,303**	**(11,259)**						
310902	Wastewater - Waihi Beach - Asset Validation	Operational	11,450	10,270	(1,180)	100%	0%	0%	0%	0%	Not significant/material
252902	Wastewater - Waihi Beach - Maintenance	Operational	-	681,197	681,197	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
311002	Wastewater - Katikati - Asset Validation	Operational	13,053	11,708	(1,345)	100%	0%	0%	0%	0%	Not significant/material
323402	Wastewater - Katikati - Infiltration Investigation	Operational	57,250	51,350	(5,900)	100%	0%	0%	0%	0%	Not significant/material
253002	Wastewater - Katikati - Maintenance	Operational	-	871,923	871,923	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
338601	Wastewater - Omokoroa - Asset Validation	Operational	11,450	10,270	(1,180)	100%	0%	0%	0%	0%	Not significant/material
304502	Wastewater - Omokoroa - Maintenance	Operational	-	718,900	718,900	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
311102	Wastewater - Te Puke - Asset Validation	Operational	11,450	10,270	(1,180)	100%	0%	0%	0%	0%	Not significant/material
323602	Wastewater - Te Puke - Infiltration investigations	Operational	34,350	30,810	(3,540)	100%	0%	0%	0%	0%	Not significant/material
253102	Wastewater - Te Puke - Maintenance	Operational	-	618,398	618,398	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
335004	Wastewater - Maketu - Maintenance	Operational	-	462,150	462,150	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
331804	Wastewater - Ongare Point - Maintenance	Operational	-	123,895	123,895	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
AP2027-01	Water Supply, Stormwater & Wastewater - Water Entity CCO Setup Costs	Operational	-	2,023,190	2,023,190	0%	100%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
Wastewater			**139,003**	**5,624,331**	**5,485,328**						
318601	Solid Waste - Waste Minimisation Funding Pool	Operational	165,590	308,100	142,510	0%	0%	100%	0%	0%	Not significant/material - Expected spend funded by the Waste Minimisation Levy.
319902	Solid Waste - WMMP Implementation	Operational	59,139	-	(59,139)	100%	0%	0%	0%	0%	Not significant/material - budget no longer required.
348506	Solid Waste - Rural Recycling Drop Off Points	Operational	-	10,270	10,270	100%	0%	0%	0%	0%	Not significant/material
348507	Solid Waste - Community Re-use Facility	Operational	-	308,100	308,100	0%	0%	100%	0%	0%	Not significant/material - Expected spend funded by the Waste Minimisation Levy and offset by project 355101

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
348501	Solid Waste - Kerbside Collection	Operational	2,816,871	2,752,360	(64,511)	100%	0%	0%	0%	0%	Not significant/material - minor budget adjustment based on average of actual costs
348502	Solid Waste - Kerbside Waste - Cost of transferring refuse from recycling centres to othe	Operational	45,800	41,080	(4,720)	100%	0%	0%	0%	0%	Not significant/material
348503	Solid Waste - Rural Recycling Drop Off Points	Operational	11,450	-	(11,450)						Not significant/material
355101	Solid Waste - Community Re-use Facility	Operational	114,500	-	(114,500)						Not significant/material - off set by project 348507
Solid Waste			**3,213,350**	**3,419,910**	**206,560**						
311302	Stormwater - Asset Validation	Operational	34,350	20,540	(13,810)	100%	0%	0%	0%	0%	Not significant/material
362701	Stormwater - Levels of Service Review	Operational	-	61,620	61,620	100%	0%	0%	0%	0%	Not significant/material - Reduction in project budget and new project name (previously LTP25/34-50-B)
253202	Stormwater - Maintenance	Operational	-	996,190	996,190	100%	0%	0%	0%	0%	Not significant/material - Movement from BAU to projects to accurately budget and track expenditure
LTP25/34-50-B	Levels of Service Review	Operational	114,500	-	(114,500)						Not significant/material - Reduction in project budget and new project name (new project 362701)
332630	Stormwater - Small Communities - Annual Contribution to Waihi Drainage Society	Operational	5,725	5,407	(318)	100%	0%	0%	0%	0%	Not significant/material
Stormwater			**154,575**	**1,083,757**	**929,182**						
306902	Natural Environment and Sustainable Living - Environmental Monitoring Protection Lots	Operational	59,139	51,350	(7,789)	67%	0%	0%	0%	33%	Not significant/material
357901	Natural Environment and Sustainable Living - Multi-agency funded programmes	Operational	183,200	174,590	(8,610)	67%	0%	0%	0%	33%	Not significant/material
252302	Natural Environment and Sustainable Living - Ecological Education	Operational	70,990	70,990	-	50%	0%	0%	0%	50%	No change
252306	Natural Environment and Sustainable Living - Maketu Ongataro Wetland Society Educati	Operational	42,365	42,365	-	100%	0%	0%	0%	0%	No change
306403	Natural Environment and Sustainable Living - Environ Capacity Building East	Operational	35,484	35,484	-	100%	0%	0%	0%	0%	No change
306405	Natural Environment and Sustainable Living - Environ Capacity Building West	Operational	66,410	66,410	-	100%	0%	0%	0%	0%	No change
311701	Natural Environment and Sustainable Living - Ecological Financial Contributions Fencing	Operational	1,138	514	(624)	50%	0%	0%	0%	50%	Not significant/material
311702	Natural Environment and Sustainable Living - Ecological Financial Contributions Enhance	Operational	2,048	925	(1,123)	50%	0%	0%	0%	50%	Not significant/material
311810	Natural Environment and Sustainable Living - Tauranga Moana Biosecurity Capital	Operational	12,595	11,297	(1,298)	100%	0%	0%	0%	0%	Not significant/material
352201	Natural Environment and Sustainable Living - Community Matching fund - Ecological prc	Operational	68,700	61,620	(7,080)	67%	0%	0%	0%	33%	Not significant/material
356402	Natural Environment and Sustainable Living - Kaituna River Action Plan Implementation	Operational	57,520	51,350	(6,170)	100%	0%	0%	0%	0%	Not significant/material
311812	Natural Environment and Sustainable Living - Environmental Services Contract- Enviroh	Operational	50,380	50,380	-	67%	0%	0%	0%	33%	No change
354801	Natural Environment and Sustainable Living - Climate Change Responsiveness	Operational	82,500	-	(82,500)						Not significant/material - energy use accereditation covered by other budgets/activity area
244606	Natural Environment and Sustainable Living - Coastcare Materials	Operational	-	15,405	15,405	100%	0%	0%	0%	0%	Not significant/material
244602	Natural Environment and Sustainable Living - Community Contract Coastcare	Operational	21,245	20,540	(705)	100%	0%	0%	0%	0%	Not significant/material
302302	Natural Environment and Sustainable Living - Pukehina Beach Protection funding	Operational	17,742	16,757	(985)	100%	0%	0%	0%	0%	Not significant/material
162401	Natural Environment and Sustainable Living - Esplanade Strips Compensation funding	Operational	17,742	-	(17,742)						Not significant/material
Natural Environment			**789,198**	**669,977**	**- 119,221**						
299101	Economic Development - Community capacity building	Operational	17,070	10,210	(6,860)	100%	0%	0%	0%	0%	Not significant/material
298901	Economic Development - Tourism Bay of Plenty CCO Services	Operational	325,000	331,825	6,825	100%	0%	0%	0%	0%	Not significant/material
299001	Economic Development - Sub-Regional Economic Services Contract Joint TCC / WBOPDC	Operational	226,366	231,120	4,754	100%	0%	0%	0%	0%	Not significant/material
298902	Economic Development - Tourism Bay of Plenty Branding	Operational	-	-	-						No change
299301	Economic Development - Te Puke Promotion - Te Puke Economic Development Group	Operational	88,560	88,560	-	100%	0%	0%	0%	0%	No change
299302	Economic Development - Te Puke Promotion - EPIC Te Puke	Operational	60,885	60,885	-	100%	0%	0%	0%	0%	No change
299401	Economic Development - Katikati Promotion - Katch Katikati	Operational	138,375	138,375	-	100%	0%	0%	0%	0%	No change
336501	Economic Development - Waihi Beach Promotion - Events and Promotions	Operational	74,169	74,169	-	100%	0%	0%	0%	0%	No change
Economic			**930,425**	**935,144**	**4,719**						
360401	Support Services - Human Resource System	Operational	-	255,750	255,750	0%	100%	0%	0%	0%	**Material - budget to continue delivery of modernised internal HR systems**
314602	Support Services - Information Technology - Work Programme contract resources	Operational	220,000	-	(220,000)						Not significant/material - partially off set by project 353302

						Funding Source					
Project ID	Project Description	Project Type	LTP 27	AP 27	Increase / (decrease)	Rates	Loans	External Funding	FINCO	Reserves	Assessment of significance / materiality
327901	Support Services - Information Technology - Business Process Reviews digitisation and a	Operational	121,000	-	(121,000)						Not significant/material - partially off set by project 353401
353302	Support Services - Information Technology - Replacement of Council's ERP Solution	Operational	979,000	-	(979,000)						Not significant/material - decrease as expected to be carry forward
353401	Support Services - Corporate Business Improvement Programme	Operational	1,111,000	767,250	(343,750)	100%	0%	0%	0%	0%	Not significant/material
312301	Support Services - Business & Process Improvement - Finance & Technology Services Gr	Operational	22,638	-	(22,638)						Not significant/material
312202	Support Services - Business & Process Improvement - Infrastructure Services Group	Operational	22,638	22,148	(490)	100%	0%	0%	0%	0%	Not significant/material
360901	Support Services - Business & Process Improvement - Regulatory	Operational	22,000	51,150	29,150	100%	0%	0%	0%	0%	Not significant/material
333301	Support Services - Business Improvement - Initiatives	Operational	16,979 -	0	(16,979)						Not significant/material
AP2701	Support Services - Business Continuity Management System	Operational	-	153,450	153,450	100%	0%	0%	0%	0%	Not significant/material
312402	Support Services - Business & Process Improvement - Policy & Planning Group	Operational	-	20,460	20,460	100%	0%	0%	0%	0%	Not significant/material
312102	Business & Process Improvement - Strategy & Community	Operational	22,638	-	(22,638)						Not significant/material
Support Services			**2,537,893**	**1,270,208**	**(1,267,685)**						
			14,465,162	**48,663,917**	**34,198,754**						

Western Bay of Plenty District Council

Annual Plan 2026/27 Financial Statements



Annual Plan 2026/27 Financial Statements

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Statement of Comprehensive Revenue and Expenditure

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Revenue and Expense			
Revenue			
Rates	106,947	118,397	116,512
Metered water charges	6,164	6,940	7,471
Fees and Charges	9,698	10,859	10,814
Financial Contributions	15,910	17,824	16,717
Subsidies and Grants	50,185	41,061	28,385
Fines	346	352	369
Interest income	284	297	538
Rental income	1,407	1,727	1,744
Dividends	-	-	-
Petrol tax	433	453	409
Other revenue	909	912	1,073
Gain/(Loss) on vested assets	1,835	1,302	1,278
Gain/(Loss) on Financial Assets	-	-	-
Gain / (Loss) on Disposal of Assets	-	-	-
Share of associates net surplus/deficit	-	-	-
Total Operating Revenue	**194,118**	**200,123**	**185,310**
Expenditure			
Other Expenses	86,163	81,160	85,416
Personnel costs	33,646	36,770	38,180
Depreciation	31,328	34,981	35,293
Amortisation	128	271	131
Impairment expense	-	-	-
Finance costs	7,933	11,742	11,801
Total Operating Expenditure	**159,197**	**164,924**	**170,821**
Operating Surplus / (Deficit)	**34,921**	**35,200**	**14,490**
Other Comprehensive Revenue and Expense			
Gain/(loss) on assets			
Gain/(Loss) on Revaluation	63,779	24,547	21,798
Total Gain/(loss) on assets	**63,779**	**24,547**	**21,798**
Other Comprehensive Revenue and Expense	**63,779**	**24,547**	**21,798**
Statement of Comprehensive Revenue Expenditure	**98,700**	**59,746**	**36,287**

Statement of Financial Position

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Assets			
Current Assets			
Cash and Cash Equivalents	10,969	15,137	11,926
Receivables	18,903	18,117	26,547
Prepayments and Accrued Income	2,224	263	1,660
Non Current Assets Held For Sale	-	-	-
Other Financial Assets	-	-	-
Total Current Assets	**32,096**	**33,516**	**40,133**
Non-Current Assets			
Investment in CCOs and Other Similar Entities	15,600	8,236	19,197
Other Financial Assets	13,731	1,732	228
Investment in associates	429	512	429
Derivative financial instruments asset	1,965	2,580	138
Property, Plant & Equipment	2,211,208	2,381,413	2,274,923
Intangible Assets	3,692	5,254	5,019
Forestry Assets	4,243	8,516	4,737
Total Non-Current Assets	**2,250,868**	**2,408,244**	**2,304,672**
Total Assets	**2,282,964**	**2,441,760**	**2,344,805**
Liabilities			
Current Liabilities			
Creditors and Other Payables	31,326	24,850	46,423
Borrowings	35,000	15,000	40,000
Employee Entitlements	3,967	4,570	3,877
Provisions	1,903	313	32
Derivative Financial Instruments	(54)	-	-
Total Current Liabilities	**72,142**	**44,733**	**90,332**
Non-Current Liabilities			
Employee Entitlements	14	21	6
Borrowings	243,571	274,130	279,473
Provisions	62	262	2
Derivative Financial Instruments	-	-	-
Total Non-Current Liabilities	**243,647**	**274,413**	**279,481**
Total Liabilities	**315,789**	**319,147**	**369,813**
Total Net Assets	**1,967,175**	**2,122,613**	**1,974,992**

Statement of Financial Position

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Equity			
Accumulated Funds			
Retained Earnings	1,148,575	1,276,679	1,094,443
Retained Earnings	**1,148,575**	**1,276,679**	**1,094,443**
Reserves			
Council Created Reserves	(55,101)	(92,219)	19,890
Current Accounts	-	-	-
Restricted Reserves	362	371	352
Asset Revaluation Reserves	873,340	937,782	860,306
Reserves	**818,600**	**845,934**	**880,549**
Total Equity	**1,967,175**	**2,122,613**	**1,974,992**

Forecast Statement of Changes in Equity

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Equity balance at 30 June			
Equity balance at 1 July	1,868,475	2,063,260	1,938,705
Comprehensive income for year	98,700	59,357	36,287
Equity balance at 30 June	**1,967,175**	**2,122,616**	**1,974,992**
Retained earnings 30 June			
Retained Earnings at 1 July	1,091,218	1,226,633	1,080,022
Net Surplus/(Deficit)	34,921	34,810	14,490
Transfers to / (from) reserves	22,436	14,847	(69)
Retained earnings 30 June	**1,148,575**	**1,276,290**	**1,094,443**
Revaluation Reserves 30 June			
Revaluation Reserves at 1 July	809,561	913,235	838,509
Revaluation Gains	63,779	24,547	21,798
Revaluation Reserves 30 June	**873,340**	**937,782**	**860,306**
Council created Reserves 30 June			
Council Created Reserves at 1 July	(32,304)	(77,001)	20,174
Transfers to / (from) reserves	(22,436)	(14,847)	69
Council created Reserves 30 June	**(54,740)**	**(91,849)**	**20,242**
Components of Equity	**1,967,175**	**2,122,616**	**1,974,992**

Statement of Cashflow

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Cashflow Operating Activities			
Cash was provided from:			
Rates revenue incl. Metered water charges	113,111	124,947	123,983
Interest received	284	297	538
Financial contributions	15,910	17,824	16,717
Other revenue	62,790	55,184	42,532
Cash was provided from:	**192,095**	**198,253**	**183,770**
Cash was applied to:			
Payments to suppliers and employees	(119,504)	(117,676)	(123,167)
Interest paid	(7,881)	(12,152)	(10,081)
Cash was applied to:	**(127,385)**	**(129,828)**	**(133,248)**
Net Cashflow from Operating Activities	**64,710**	**68,425**	**50,521**
Cashflow Investment Activities			
Cash was provided from:			
Proceeds from sale of property, plant & equipment	-	-	-
Proceeds from sale of investments	-	-	15,164
Cash was provided from:	**-**	**-**	**15,164**
Cash was applied to:			
Purchase of property, plant & equipment	(132,095)	(126,793)	(131,239)
Purchase of investments	(1,682)	10,074	(1,752)
Cash was applied to:	**(133,777)**	**(116,719)**	**(132,991)**
Net Cashflow from Investment Activities	**(133,777)**	**(116,719)**	**(117,827)**
Cashflow Finance Activities			
Cash was provided from:			
Proceeds from borrowings	68,981	47,496	63,593
Cash was provided from:	**68,981**	**47,496**	**63,593**
Cash was applied to:			
Repayment of borrowings	-	-	-
Cash was applied to:	**-**	**-**	**-**
Net Cashflow from Finance Acivities	**68,981**	**47,496**	**63,593**
Total Net Cashflow	**86**	**798**	**3,712**
Cash balance			
Net Increase/(Decrease) in Cash Held	-		
Cash balance at the Beginning of the Year	10,969	15,136	17,358
Cash balance at then end of the Year	**10,969**	**15,136**	**11,926**

Funding Impact Statement for the year ended 30 June 2027

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	54,944	56,102	56,905
Targeted rates	58,167	69,235	67,078
Subsidies and grants for operating purposes	8,661	11,170	3,235
Fees and charges and other revenue	11,105	12,586	12,558
Interest and dividends from investments	284	297	538
Local authorities fuel tax, fines, infringement fees, and other receipts	1,687	1,716	1,852
Total operating funding (A)	**134,848**	**151,106**	**142,165**
Applications of operating funding			
Payments to staff and suppliers	119,808	117,929	123,596
Finance costs	7,933	11,742	11,801
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**127,741**	**129,672**	**135,397**
Surplus (deficit) of operating funding (A - B)	**7,107**	**21,435**	**6,768**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	41,525	29,891	25,150
Development and financial contributions	15,910	17,824	16,717
Increase (decrease) in debt	68,981	47,496	63,593
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**126,415**	**95,211**	**105,460**
Application of capital funding			
Capital Expenditure			
- to meet additional demand	61,636	28,282	38,398
- to improve the level of service	28,451	51,652	64,359
- to replace existing assets	42,008	46,859	28,482
Increase (decrease) in reserves	(255)	(11,306)	(5,598)
Increase (decrease) in investments	1,682	1,158	(13,412)
Total applications of capital funding (D)	**133,522**	**116,646**	**112,228**
Surplus (deficit) of capital funding (C - D)	**(7,107)**	**(21,435)**	**(6,768)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Reconciliation between FIS and SOCRE

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026 (000
Revenue			
Prospective Statement of Comprehensive Revenue Expenditure			
Total Operating Revenue	194,118	199,734	185,
Total Operating Revenue	**194,118**	**199,734**	**185,**
Prospective Statement of Comprehensive Revenue Expenditure	**194,118**	**199,734**	**185,**
Summary Funding Impact Statement			
Sources of operating funding			
Total sources of operating funding	134,848	150,717	142,
Sources of operating funding	**134,848**	**150,717**	**142,**
Add sources of capital funding			
Subsidies and grants for capital expenditure	41,525	29,891	25,
Development and financial contributions	15,910	17,824	16
Gain disposal of assets	-	-	
Vested assets	1,835	1,302	1,
Add sources of capital funding	**59,269**	**49,017**	**43,**
Summary Funding Impact Statement	**194,118**	**199,734**	**185,**
Expenditure			
Prospective Statement of Comprehensive Revenue Expenditure			
Total Operating Expenditure	159,197	164,924	170,
Total Operating Expenditure	**159,197**	**164,924**	**170,**
Prospective Statement of Comprehensive Revenue Expenditure	**159,197**	**164,924**	**170,**
Summary Funding Impact Statement			
Application of operating fund			
Total application of operating funding	127,741	129,672	135,
Application of operating fund	**127,741**	**129,672**	**135,**
Add application of capital funding			
Loss on disposal of asset	-	-	
Loss on changes in fair value of investment property and revaluation of financial assets	-	-	
Increase/(decrease) in provisions	-	-	
Depreciation and amortisation expense	31,455	35,252	35,
Add application of capital funding	**31,455**	**35,252**	**35,**
Summary Funding Impact Statement	**159,197**	**164,924**	**170,**

Funding Impact Statement for the year ended 30 June 2027

Communities

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	11,077	11,634	13,406
Targeted rates	640	2,638	647
Subsidies and grants for operating purposes	-	-	49
Fees and charges and other revenue	1,419	1,602	1,405
Internal charges and overheads recovered	1,787	1,960	1,451
Local authorities fuel tax, fines, infringement fees, and other receipts	5	6	119
Total operating funding (A)	**14,929**	**17,840**	**17,077**
Applications of operating funding			
Payments to staff and suppliers	9,093	10,659	10,124
Finance costs	254	226	395
Internal charges and overheads applied	4,495	5,389	4,843
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**13,842**	**16,274**	**15,362**
Surplus (deficit) of operating funding (A - B)	**1,087**	**1,566**	**1,716**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	416	211	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	3,203	1,349	1,624
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**3,619**	**1,560**	**1,624**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	4,429	2,616	2,536
- to improve the level of service	57	60	55
- to replace existing assets	849	504	465
Increase (decrease) in reserves	(630)	(54)	284
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**4,705**	**3,126**	**3,340**
Surplus (deficit) of capital funding (C - D)	**(1,087)**	**(1,566)**	**(1,716)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Support Services	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	8,964	7,665	5,174
Targeted rates	-	-	-
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	344	332	199
Internal charges and overheads recovered	25,807	31,660	24,704
Local authorities fuel tax, fines, infringement fees, and other receipts	815	852	(3,312)
Total operating funding (A)	**35,930**	**40,509**	**26,766**
Applications of operating funding			
Payments to staff and suppliers	33,385	30,240	24,773
Finance costs	3,409	(569)	(3,342)
Internal charges and overheads applied	3,773	4,571	1,937
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**40,567**	**34,242**	**23,368**
Surplus (deficit) of operating funding (A - B)	**(4,638)**	**6,267**	**3,398**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	32,526	(1,168)	1,007
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**32,526**	**(1,168)**	**1,007**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	578	307	301
- to improve the level of service	946	1,226	1,140
- to replace existing assets	1,243	1,945	997
Increase (decrease) in reserves	23,439	462	15,379
Increase (decrease) in investments	1,682	1,158	(13,412)
Total applications of capital funding (D)	**27,888**	**5,099**	**4,405**
Surplus (deficit) of capital funding (C - D)	**4,638**	**(6,267)**	**(3,398)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Economic	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	858	218	711
Targeted rates	452	476	487
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	-	-	-
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	49
Total operating funding (A)	**1,310**	**695**	**1,247**
Applications of operating funding			
Payments to staff and suppliers	1,074	933	939
Finance costs	(2)	149	8
Internal charges and overheads applied	126	124	133
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**1,198**	**1,206**	**1,081**
Surplus (deficit) of operating funding (A - B)	**112**	**(511)**	**166**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	-	-	(19)
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**-**	**-**	**(19)**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	110	342	321
- to improve the level of service	-	-	-
- to replace existing assets	-	-	-
Increase (decrease) in reserves	2	(853)	(175)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**112**	**(511)**	**146**
Surplus (deficit) of capital funding (C - D)	**(112)**	**511**	**(166)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Natural Environment

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	480	494	558
Targeted rates	774	775	771
Subsidies and grants for operating purposes	63	69	-
Fees and charges and other revenue	-	-	-
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	52
Total operating funding (A)	**1,317**	**1,338**	**1,381**
Applications of operating funding			
Payments to staff and suppliers	1,601	1,747	1,554
Finance costs	18	109	4
Internal charges and overheads applied	131	128	108
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**1,749**	**1,984**	**1,667**
Surplus (deficit) of operating funding (A - B)	**(432)**	**(645)**	**(286)**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	183
Increase (decrease) in debt	-	-	-
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**-**	**-**	**183**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	-	-	-
- to improve the level of service	-	-	-
- to replace existing assets	-	-	-
Increase (decrease) in reserves	(432)	(645)	(103)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**(432)**	**(645)**	**(103)**
Surplus (deficit) of capital funding (C - D)	**432**	**645**	**286**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Planning for the future

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	4,306	5,359	5,763
Targeted rates	-	-	-
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	-	-	-
Internal charges and overheads recovered	-	-	671
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	5
Total operating funding (A)	**4,306**	**5,359**	**6,439**
Applications of operating funding			
Payments to staff and suppliers	3,151	3,934	4,768
Finance costs	6	10	-
Internal charges and overheads applied	1,155	1,426	1,662
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**4,312**	**5,370**	**6,430**
Surplus (deficit) of operating funding (A - B)	**(6)**	**(10)**	**8**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	-	-	-
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**-**	**-**	**-**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	-	-	-
- to improve the level of service	-	-	-
- to replace existing assets	-	-	-
Increase (decrease) in reserves	(6)	(10)	8
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**(6)**	**(10)**	**8**
Surplus (deficit) of capital funding (C - D)	**6**	**10**	**(8)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Recreation & Open Spaces

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	12,047	14,519	14,214
Targeted rates	-	-	-
Subsidies and grants for operating purposes	323	336	18
Fees and charges and other revenue	119	145	459
Internal charges and overheads recovered	2,300	2,366	3,152
Local authorities fuel tax, fines, infringement fees, and other receipts	523	554	1,090
Total operating funding (A)	**15,312**	**17,920**	**18,934**
Applications of operating funding			
Payments to staff and suppliers	8,760	9,369	10,051
Finance costs	513	875	393
Internal charges and overheads applied	3,945	4,953	5,270
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**13,218**	**15,197**	**15,714**
Surplus (deficit) of operating funding (A - B)	**2,094**	**2,723**	**3,219**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	596	628	710
Development and financial contributions	1,944	2,101	1,926
Increase (decrease) in debt		44	558
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**2,540**	**2,773**	**3,195**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	1,628	1,847	2,465
- to improve the level of service	2,724	4,106	2,485
- to replace existing assets	4,326	2,580	1,116
Increase (decrease) in reserves	(4,044)	(3,037)	348
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**4,634**	**5,496**	**6,414**
Surplus (deficit) of capital funding (C - D)	**(2,094)**	**(2,723)**	**(3,219)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Regulatory

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	7,383	7,829	7,655
Targeted rates	-	-	-
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	8,174	9,418	9,377
Internal charges and overheads recovered	991	1,242	1,643
Local authorities fuel tax, fines, infringement fees, and other receipts	395	404	478
Total operating funding (A)	**16,944**	**18,892**	**19,153**
Applications of operating funding			
Payments to staff and suppliers	10,217	11,360	12,752
Finance costs	(1)	(8)	2
Internal charges and overheads applied	6,676	7,491	6,348
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**16,892**	**18,843**	**19,102**
Surplus (deficit) of operating funding (A - B)	**52**	**49**	**51**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	73	-	(4)
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**73**	**-**	**(4)**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	-	-	-
- to improve the level of service	77	-	10
- to replace existing assets	-	-	-
Increase (decrease) in reserves	49	49	37
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**126**	**49**	**47**
Surplus (deficit) of capital funding (C - D)	**(52)**	**(49)**	**(51)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Representation	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	4,745	4,076	4,970
Targeted rates	75	497	376
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	11	-	11
Internal charges and overheads recovered	1,171	1,305	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	27
Total operating funding (A)	**6,002**	**5,878**	**5,384**
Applications of operating funding			
Payments to staff and suppliers	2,992	2,541	2,550
Finance costs	-	(1)	-
Internal charges and overheads applied	3,008	3,334	2,802
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**6,000**	**5,874**	**5,352**
Surplus (deficit) of operating funding (A - B)	**2**	**4**	**32**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	-	-	-
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**-**	**-**	**-**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	-	-	-
- to improve the level of service	-	-	-
- to replace existing assets	-	-	-
Increase (decrease) in reserves	2	5	32
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**2**	**5**	**32**
Surplus (deficit) of capital funding (C - D)	**(2)**	**(5)**	**(32)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Solid Waste

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	1,140	946	1,170
Targeted rates	3,963	4,315	3,581
Subsidies and grants for operating purposes	325	166	1,027
Fees and charges and other revenue	687	718	650
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	183	199	300
Total operating funding (A)	**6,298**	**6,344**	**6,728**
Applications of operating funding			
Payments to staff and suppliers	4,923	5,145	5,395
Finance costs	(176)	221	-
Internal charges and overheads applied	948	1,166	1,402
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**5,695**	**6,532**	**6,797**
Surplus (deficit) of operating funding (A - B)	**603**	**(188)**	**(69)**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	-	-	-
Increase (decrease) in debt	-	-	-
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**-**	**-**	**-**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	-	-	-
- to improve the level of service	-	-	-
- to replace existing assets	-	-	-
Increase (decrease) in reserves	603	(188)	(69)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**603**	**(188)**	**(69)**
Surplus (deficit) of capital funding (C - D)	**(603)**	**188**	**69**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Stormwater Network

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	845	802	88
Targeted rates	5,085	7,956	5,180
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	-	-	5
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	854
Total operating funding (A)	**5,930**	**8,758**	**6,127**
Applications of operating funding			
Payments to staff and suppliers	2,231	1,797	1,878
Finance costs	108	2,926	2,589
Internal charges and overheads applied	889	1,160	1,027
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**3,228**	**5,883**	**5,494**
Surplus (deficit) of operating funding (A - B)	**2,702**	**2,875**	**634**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	-	-	-
Development and financial contributions	3,348	3,808	3,502
Increase (decrease) in debt	3,346	12,819	5,099
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**6,694**	**16,627**	**8,601**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	2,936	4,314	4,225
- to improve the level of service	1,905	2,968	3,122
- to replace existing assets	2,675	13,490	3,546
Increase (decrease) in reserves	1,880	(1,270)	(1,659)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**9,396**	**19,503**	**9,234**
Surplus (deficit) of capital funding (C - D)	**(2,702)**	**(2,875)**	**(634)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Transportation

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	2,411	2,560	3,196
Targeted rates	17,693	18,793	24,001
Subsidies and grants for operating purposes	7,949	10,600	2,141
Fees and charges and other revenue	297	312	284
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	1,250
Total operating funding (A)	**28,350**	**32,264**	**30,872**
Applications of operating funding			
Payments to staff and suppliers	21,298	21,743	23,695
Finance costs	1,240	2,135	3,603
Internal charges and overheads applied	1,365	2,127	2,487
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**23,903**	**26,005**	**29,784**
Surplus (deficit) of operating funding (A - B)	**4,447**	**6,259**	**1,088**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	35,839	14,677	13,491
Development and financial contributions	4,121	4,526	4,311
Increase (decrease) in debt	8,703	8,103	10,469
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**48,663**	**27,306**	**28,271**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	37,061	3,701	8,878
- to improve the level of service	4,297	10,200	5,918
- to replace existing assets	22,122	20,934	10,377
Increase (decrease) in reserves	(10,371)	(1,271)	4,185
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**53,110**	**33,565**	**29,359**
Surplus (deficit) of capital funding (C - D)	**(4,447)**	**(6,259)**	**(1,088)**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Wastewater

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	688	-	-
Targeted rates	16,616	19,333	17,387
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	54	59	75
Internal charges and overheads recovered	-	-	5,991
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	1,352
Total operating funding (A)	**17,359**	**19,392**	**24,805**
Applications of operating funding			
Payments to staff and suppliers	11,969	9,570	16,372
Finance costs	197	3,270	4,659
Internal charges and overheads applied	2,534	2,980	5,886
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**14,700**	**15,820**	**26,917**
Surplus (deficit) of operating funding (A - B)	**2,659**	**3,572**	**(2,112)**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	4,093	13,160	8,545
Development and financial contributions	4,131	4,698	4,321
Increase (decrease) in debt	9,128	22,415	40,253
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**17,352**	**40,273**	**53,119**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	8,065	10,114	14,831
- to improve the level of service	10,384	31,802	51,421
- to replace existing assets	2,649	2,517	5,752
Increase (decrease) in reserves	(1,087)	(587)	(20,996)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**20,011**	**43,845**	**51,007**
Surplus (deficit) of capital funding (C - D)	**(2,659)**	**(3,572)**	**2,112**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement for the year ended 30 June 2027

Water Supply

	Annual Plan 2025/26 (000's)	Long Term Plan 2026/27 (000's)	Annual Plan 2026/27 (000's)
Surplus (deficit) of operating funding			
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	-	-	-
Targeted rates	12,869	14,057	14,649
Subsidies and grants for operating purposes	-	-	-
Fees and charges and other revenue	-	-	92
Internal charges and overheads recovered	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	50	-	125
Total operating funding (A)	**12,919**	**14,057**	**14,866**
Applications of operating funding			
Payments to staff and suppliers	9,115	8,891	8,745
Finance costs	2,366	2,400	3,491
Internal charges and overheads applied	3,012	3,686	3,706
Other operating funding applications	-	-	-
Total applications of operating funding (B)	**14,493**	**14,976**	**15,942**
Surplus (deficit) of operating funding (A - B)	**(1,575)**	**(919)**	**(1,076)**
Surplus (deficit) of capital funding			
Sources of capital funding			
Subsidies and grants for capital expenditure	581	1,216	2,403
Development and financial contributions	2,366	2,691	2,475
Increase (decrease) in debt	12,002	3,934	4,606
Gross proceeds from sale of assets	-	-	-
Lump sum contributions	-	-	-
Other dedicated capital funding	-	-	-
Total sources of capital funding (C)	**14,949**	**7,840**	**9,484**
Application of capital funding			
Capital Expenditure	-	-	-
- to meet additional demand	6,827	5,041	4,841
- to improve the level of service	8,060	1,290	207
- to replace existing assets	8,145	4,889	6,229
Increase (decrease) in reserves	(9,658)	(4,299)	(2,868)
Increase (decrease) in investments	-	-	-
Total applications of capital funding (D)	**13,374**	**6,922**	**8,409**
Surplus (deficit) of capital funding (C - D)	**1,575**	**919**	**1,076**
Funding balance ((A - B) + (C-D))	**-**	**-**	**-**

Funding Impact Statement - Rates

Rate Funding Mechanisms 2026/27

Further detail on the rate funding mechanisms can be found in Council Revenue and Financing Policy.

General rate

General Rates consist of a rate in the dollar charged on capital value and a Uniform Annual General Charge (UAGC) which is a fixed amount assessed on each rateable rating unit.
The General rate is set under section 13 of the Local Government (Rating) Act 2002 using capital value as the valuation system (the capital value of all rateable rating units for the District).
Our policy is to have the same system for charging General Rates across the whole District.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 General rate in the dollar of capital value GST Incl	2026/27 Annual Plan Revenue $ GST excl
All zoned areas	Zone	Capital value	39,089,256	0.001146075	42,603,333
Total general rates			39,089,256		42,603,333

Uniform Annual General Charge (UAGC)

A uniform annual general charge set under section 15 (1) of the Local Government (Rating) Act for all rateable land within the District. The size of the UAGC is set each year by Council and is used as a levelling tool in the collection of General Rates. The combined revenue sought from both the UAGC and targeted rates set on a uniform basis, is to be assessed close to but not exceeding 30% of the total rates revenue. If the Uniform Annual General Charge (UAGC) were set at zero the effect would be to increase the amount of General Rates assessed on capital value which would increase the share assessed on properties with higher capital values and decrease the share assessed on lower capital values. In setting the level of the UAGC, we consider the following:

* The impact of a high UAGC on those with low incomes and relatively low property values.
* The impact of a low UAGC on the relative share of rates levied on large rural properties.
* Fairness and equity and the social consequences of an unfair distribution of rates.

Environmental Protection Targeted Rate - This is a uniform targeted rate set under section 16 (3) (a) of the Local Government (Rating) Act 2002. It was set as a fixed charge per rating unit for the District. It part funds the following activities: wastewater, environmental protection, recreation and leisure. It is now included as part of the UAGC.

The **library services rate** is a differential targeted rate set under section 16 of the Local Government (Rating) Act 2002. It was set as a fixed charge per rating unit for the District. It part funds the library activity. It is now included as part of the UAGC.

Heritage Museum - This is a targeted rate set in respect of all rating units in the district, as an amount per rating unit. It is now included as part of the UAGC.
Roading Rate District wide - This is a targeted rate set in respect of all rating units in the district, as an amount per rating unit. It is now included as part of the UAGC.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
UAGC	-	Fixed amount per rating unit	14,406,363	560.00	11,619,731
Total UAGC			14,406,363	560.00	11,619,731

Roading targeted rates

The roading rates are differential targeted rates set under section 16 of the Local Government (Rating) Act 2002. The different categories of land are based on the use to which the land is put and where the land is situated. The roading targeted rates part fund the transportation activity.

The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor	2025/26 Annual Plan Revenue $ GST Excl	2026/27 General rate in the dollar of land value Gst Incl	2026/27 Annual Plan Revenue $ GST excl
Residential zoned or Rural zoned	Zoning	Land value	12,843,744	0.000855204	16,885,822
Commercial/Industrial or Post-harvest zoned properties	Zoning	Land value	1,422,292	0.003420815	1,857,446
Rural zoned	Zoning	Fixed amount per rating unit	3,427,175	511.38	4,642,755
Total roading targeted rates			17,693,211		23,386,023

Community Board targeted rates

The community board rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The community board rate part funds community board activity.
The different categories of land are based on where the land is situated (location). The rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	0	2026/27 Annual Plan Revenue $ GST excl
Waihi Beach	Location	Fixed charge per rating unit	0	15.34		43,299
Katikati	Location	Fixed charge per rating unit	0	12.66		54,289
Omokoroa	Location	Fixed charge per rating unit	0	16.02		110,681
Te Puke	Location	Fixed charge per rating unit	0	20.19		122,832
Maketu	Location	Fixed charge per rating unit	74,702	58.65		35,141
Total Community Board targeted rates			74,702			366,242

Community Halls targeted rates

Community Hall rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
Community Hall targeted rates part fund Community Halls in defined areas of benefit.
The targeted rates are on all rating units in defined areas of benefit.
The categories of land are based on the location of land.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Kaimai Hall	Location of land and provision or availability of service	Fixed charge per rating unit	10,274	27.87	10,300
Katikati War Memorial Hall	Location of land and provision or availability of service	Fixed charge per rating unit	64,126	15.27	64,170
Ohauiti Hall	Location of land and provision or availability of service	Fixed charge per rating unit	11,692	48.72	11,777
Omanawa Hall	Location of land and provision or availability of service	Fixed charge per rating unit	11,610	31.34	11,581

Omokoroa Settlers Hall	Location of land and provision or availability of service	Fixed charge per rating unit	49,965	19.51	50,975
Oropi War Memorial Hall	Location of land and provision or availability of service	Fixed charge per rating unit	25,148	43.52	24,425
Paengaroa Hall	Location of land and provision or availability of service	Fixed charge per rating unit	31,073	48.98	31,155
Pukehina Beach Community Centre	Location of land and provision or availability of service	Fixed charge per rating unit	24,217	30.34	24,246
Pyes Pa Hall	Location of land and provision or availability of service	Fixed charge per rating unit	20,484	47.49	20,526
Te Puke War Memorial and Settlers Hall	Location of land and provision or availability of service	Fixed charge per rating unit	202,411	49.65	203,095
Te Puna War Memorial Hall	Location of land and provision or availability of service	Fixed charge per rating unit	16,584	10.26	13,502
Te Puna Community Centre	Location of land and provision or availability of service	Fixed charge per rating unit	48,000	39.75	52,324
Te Ranga Hall	Location of land and provision or availability of service	Fixed charge per rating unit	8,146	33.96	8,238
Waihi Beach Community Centre	Location of land and provision or availability of service	Fixed charge per rating unit	51,464	18.30	51,589
Whakamarama Hall	Location of land and provision or availability of service	Fixed charge per rating unit	17,465	39.54	17,502
Total Community Halls targeted rates			592,660		595,405

Promotion targeted rates

Promotion rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
Promotion targeted rates part fund town centre promotion in defined areas of benefit.
The categories of land are based on the location of land and zoning.
The targeted rates are on all rating units in defined areas of benefit.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Waihi Beach Community board area	Location - community board area	Fixed amount per rating unit	54,471	19.73	55,627
Waihi Beach Commercial/industrial zoned area	Location of land and land use	Fixed amount per rating unit	18,157	361.42	18,542
Katikati Town Centre	Location of land	Fixed amount per rating unit	97,240	22.54	95,534
Katikati promotion	Location of land	Fixed amount per rating unit	74,525	18.11	76,106
Katikati Commercial/industrial zoned area	Location of land and land use	Fixed amount per rating unit	60,975	515.17	62,269
Te Puke promotion	Location of land - Te Puke	Fixed amount per rating unit	68,224	22.24	82,453
Te Puke Commercial/industrial zoned area	Location of land and land use	Fixed amount per rating unit	52,434	339.74	63,369
Maketu promotion	Location of land - Maketu	Fixed amount per rating unit	25,683	11.11	31,039

Total promotion targeted rates			451,708		484,939

Community Development and Grants targeted rates

Community Development and Grants rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002, which part fund the communities activity
The different categories of land are based on location of land.
The targeted rates are on all rating units in defined areas of benefit.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Katikati resource centre - Katikati	Location - community board area	Fixed amount per rating unit	35,772	8.69	36,531
Katikati resource centre - Waihi Beach	Location - community board area	Fixed amount per rating unit	11,924	4.32	12,177
Total community development and grants targeted rates			47,696		48,708

Waihi Beach Coastal Protection targeted rates

The Waihi Beach Coastal Protection rates are targeted rates set under section 16 and 17 of the Local Government (Rating) Act 2002.
The Waihi Beach Coastal Protection targeted rates part fund coastal protection in Waihi Beach.
The different categories of land are based on the the provision services by Council.
The targeted rates are on all rating units in the Waihi Beach area or defined areas of benefit.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Rock revetment area of benefit - Operational	Location of land and provision or availability of service	Per rating unit	7,071	219.77	7,071
Rock revetment area of benefit - Capital	Location of land and provision or availability of service	Per rating unit	19,704	1,510.64	19,704
Rock revetment area of benefit capital lump sum (optional)	Location of land and provision or availability of service	Per rating unit	0	11,871.22	0
- Ward area	Location of land and provision or availability of service	Per rating unit	45,118	16.00	45,118
- Dunes northern end area of benefit	Location of land and provision or availability of service	Per rating unit	15,478	773.90	15,478
- Dunes Glen Isla Place area of benefit	Location of land and provision or availability of service	Per rating unit	4,159	797.14	4,159
Total Waihi Beach Coastal Protection targeted rates			91,529		91,530

* Lump sum contributions are invited in respect of Waihi Beach Rock revetment within the defined areas of benefit in lieu of future payments of the Rock Revetment area of benefit - capital rate above. Offer letters are sent out each year inviting rate payers to make a lump sum contribution.

Pukehina Beach Protection targeted rates

Pukehina Beach Protection rate is a targeted rate set under section 16 of the Local Government (Rating) Act 2002 and part funds Pukehina beach protection in defined areas of benefit.
The different categories of land are based on location of land.
The targeted rates are on all rating units in defined areas of benefit.
The different categories of land and rates are outlined in the table below.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Coastal	Location	Fixed amount per rating unit	15,631	56.43	13,053
Inland	Location	Fixed amount per rating unit	3,908	10.06	3,263
Total Pukehina beach protection targeted rates			19,538		16,316

Western Water targeted rates

The western water rates are targeted rates set under section 16 and a volumetric water rate set under section 19 of the Local Government (Rating) Act 2002.
The western water targeted rate part funds the western water activity, this area approximates the Katikati/Waihi Beach ward.
The different categories of land are based on the the provision or availability of water supply services provided by Council on all rating units in the western water zone.
Where a rating unit has the ability to, but is not connected to the water supply an availability rate is charged.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Metered connection (standard 20mm)	Location of land and provision of service	Per connection	2,625,303	429.02	2,809,970
Metered connection (additional to standard 20mm)	Location of land and provision of service	Per connection	25,610	107.25	25,088
Metered connection (25mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	5,304	240.25	5,641
Metered connection (40mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	3,157	1,287.06	4,477
Metered connection (50mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	36,837	2,252.35	41,130
Metered connection (100mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	33,679	10,296.46	35,814
Metered connection (150mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	19,383	23,703.30	20,612
Unmetered connection	Location of land and provision of service	Per connection	1,827	558.58	1,943
Availability charge	Location of land and provision of service	Per rating unit	45,298	214.51	47,395
Volumetric water	Location of land and provision or availability of service	A fixed amount per cubic metre of water consumption	0	1.75	0

Woodland Road water supply extension	Location of land in defined area of benefit and provision or availability of service	Per rating unit	1,055	606.48	1,055
Woodland Road water supply extension - lump sum	Location of land in defined area of benefit and provision or availability of service	Per rating unit	0	1,274.07	0
Total western water targeted rates			2,797,454		2,993,124

Central Water targeted rates

The central water rates are targeted rates set under section 16 and a volumetric water rate set under section 19 of the Local Government (Rating) Act 2002.
The central water targeted rate part funds the western water activity. The area serviced is approximated by the Kaimai Ward area.
The different categories of land are based on the the provision or availability of water supply services provided by Council on all rating units in the central water zone.
Where a rating unit has the ability to, but is not connected to the water supply an availability rate is charged.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Metered connection (standard 20mm)	Location of land and provision of service	Per connection	1,637,228	429.02	1,770,464
Metered connection (additional to standard 20mm)	Location of land and provision of service	Per connection	21,313	107.25	22,850
Metered connection (25mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	6,483	240.25	6,894
Metered connection (40mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	2,105	1,287.06	2,238
Metered connection (50mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	22,102	2,252.35	23,503
Metered connection (100mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	25,259	10,296.46	26,860
Metered connection (150mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	0	23,703.30	0
Unmetered connection	Location of land and provision of service	Per connection	914	558.58	971
Availability charge	Location of land and availability of service	Per rating unit	37,822	214.51	37,984
Volumetric water	Location of land and provision or availability of service	A fixed amount per cubic metre of water consumption	0	1.75	0
Total central water targeted rates			1,753,225		1,891,766

Eastern Water targeted rates

The eastern water rates are targeted rates set under section 16 and a volumetric water rate set under section 19 of the Local Government (Rating) Act 2002.

The eastern water targeted rate part funds the western water activity. The area serviced is approximated by the Maketu/Te Puke Ward area.
The different categories of land are based on the the provision or availability of water supply services provided by Council on all rating units in the eastern water zone.
Where a rating unit has the ability to, but is not connected to the water supply an availability rate is charged.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Metered connection (standard 20mm)	Location of land and provision of service	Per connection	1,950,764	429.02	2,077,702
Metered connection (additional to standard 20mm)	Location of land and provision of service	Per connection	20,611	107.25	23,783
Metered connection (25mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	10,020	240.25	10,864
Metered connection (40mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	5,262	1,287.06	6,715
Metered connection (50mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	47,888	2,252.35	48,964
Metered connection (100mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	50,519	10,296.46	53,721
Metered connection (150mm)	Location of land and provision of service	- additional to Metered connection (standard 20mm) charge	19,383	23,703.30	20,612
Unmetered connection	Location of land and provision of service	Per connection	2,741	558.58	2,914
Availability charge	Location of land and availability of service	Per rating unit	42,550	214.51	46,644
Volumetric water	Location of land and provision or availability of service	A fixed amount per cubic metre of water consumption	0	1.75	0
Black Road water supply extension	Location of land in defined area of benefit and provision or availability of service	Per rating unit	1,023	587.96	1,023
Black Road water supply extension - lump sum	Location of land in defined area of benefit and provision or availability of service	Per rating unit	0	1,235.30	0
Gibraltar water scheme supply	Location of land in defined area of benefit and provision or availability of service	Per rating unit	3,075	121.96	3,075
Total eastern water targeted rates			2,153,835		2,296,015

Waihi Beach Wastewater targeted rates

The Waihi Beach wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Waihi Beach wastewater targeted rate part funds the Waihi Beach wastewater activity.

The different categories of land are based on the the provision or availability of wastewater services provided by Council
The targeted rates are on all rating units in the Waihi Beach wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or availability of service	Per rating unit	76,885	725.08	96,846
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	3,521,901	1,450.16	3,635,119
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	463,086	1,232.64	461,972
Waihi Beach School	Location of land and provision or availability of service	Per rating unit	10,276	11,817.32	10,276
Total Waihi Beach wastewater targeted rates			4,072,148		4,204,212

Katikati Wastewater targeted rates

The Katikati wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Katikati wastewater targeted rate part funds the Katikati wastewater activity.
The different categories of land are based on the the provision or availability of wastewater services provided by Council.
The targeted rates are on all rating units in the Katikati wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or availability of service	Per rating unit	80,956	725.08	74,557
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	3,083,974	1,450.16	3,201,709
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	453,720	1,232.64	480,193
Katikati College	Location of land and provision or availability of service	Per rating unit	33,672	38,722.81	33,672
Katikati Primary	Location of land and provision or availability of service	Per rating unit	21,194	24,373.22	21,194
Total Katikati wastewater targeted rates			3,673,516		3,811,326

Te Puna West Wastewater targeted rates

The Te Puna West wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.

The Te Puna West Wastewater targeted rate part funds the Te Puna wastewater activity and part funds the Te Puna West Wastewater wastewater activity.
The different categories of land are based on the the provision or availability of wastewater services provided by Council.
The targeted rates are on all properties in the Te Puna West wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or	Per rating unit	6,734	725.08	6,936
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	164,054	1,450.16	168,976
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	43,707	1,232.64	45,018
Te Puna West	Location in defined area of benefit and provision or availability of service (either A or B is required to be paid).	B. Per rating unit	37,170	1,335.79	37,170
Te Puna West lump sum		A. Optional per rating unit (one-off capital repayment)	0	7,828.14	0
Te Puna Primary School	Location of land and provision or availability of service	Per rating unit	0	8,170.68	7,105
Total Te Puna West wastewater targeted rates			251,665		265,204

Omokoroa Wastewater targeted rates

The Omokoroa wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Omokoroa wastewater targeted rate part funds the Omokoroa wastewater activity.
The different categories of land are based on the the provision or availability of wastewater services provided by Council .
The targeted rates are on all rating units in the Omokoroa wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or availability of service	Per rating unit	170,788	725.08	202,392
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	2,721,586	1,450.16	2,921,764
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	318,437	1,232.64	323,702
Omokoroa Point School	Location of land and provision or availability of service	Per rating unit	14,175	8,150.78	14,175
Total Omokoroa wastewater targeted rates			3,224,985		3,462,034

Ongare Point Wastewater targeted rates

The Ongare Point wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Ongare Point wastewater targeted rate part funds the Ongare Point Wastewater wastewater activity.
The different categories of land are based on the provision or availability of wastewater services provided by Council.
The targeted rates are on all rating units in the Ongare Point wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or	Per rating unit	1,224	725.08	1,261
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	67,336	1,450.16	69,356
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	1,041	1,232.64	1,072
Ongare Point Wastewater Scheme	Location of land in the Ongare Point area of benefit and provision or availability of service	B. Per rating unit	10,454	1,335.79	10,454
Ongare Point Wastewater Scheme lump sum		A. Optional per rating unit (one-off capital repayment)	0	7,727.15	0
Total Omokoroa wastewater targeted rates			80,055		82,143

Te Puke Wastewater targeted rates

The Te Puke wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002 and part funds the Te Puke wastewater activity.
The different categories of land are based on the the provision or availability of wastewater services provided by Council.
The targeted rates are on all rating units in the Te Puke wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or availability of service	Per rating unit	66,111	725.08	67,464
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	3,583,482	1,450.16	3,769,164
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	848,123	1,232.64	885,356
Te Puke High School	Location of land and provision or availability of service	Per rating unit	39,911	45,897.62	39,911
Te Puke Intermediate School	Location of land and provision or availability of service	Per rating unit	18,075	20,785.81	18,075

Te Puke Primary School	Location of land and provision or availability of service	Per rating unit	14,175	16,301.56	14,175
Fairhaven Primary School	Location of land and provision or availability of service	Per rating unit	18,854	21,682.66	18,854
Te Timatanga Hou Kohanga Reo	Location of land and provision or availability of service	Per rating unit	2,477	2,848.81	2,477
Total Te Puke wastewater targeted rates			4,591,210		4,815,477

Maketu / Little Waihi Wastewater targeted rates

The Maketu / Little Waihi wastewater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Maketu / Little Waihi wastewater targeted rate part funds the Maketu / Little Waihi Wastewater wastewater activity.
The different categories of land are based on the the provision or availability of wastewater services provided by Council.
The targeted rates are on all rating units in the Maketu / Little Waihi wastewater area or in defined areas of benefit.
Where a rating unit has the ability to, but is not connected to the wastewater system an availability rate is charged. A rating unit used primarily as a residence is deemed to only have one toilet.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Availability charge	Location of land and provision or availability of service	Per rating unit	28,538	725.08	28,764
Connection charge	Location of land and provision or availability of service	On each rating unit connected to the scheme	576,393	1,450.16	594,945
Connection charge - additional	Location of land and provision or availability of service	Per water closet or urinal after the first	115,511	1,232.64	120,048
Maketu School	Location of land and provision or availability of service	Per rating unit	2,477	2,848.81	2,477
Total Maketu / Little Waihi Wastewater targeted rates			722,920		746,235

Land Drainage targeted rates

Land Drainage rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
Land Drainage targeted rates part fund land drainage in Little Waihi defined areas of benefit.
The categories of land liable for each rate are based on the provision of services by Council and the location of the land.
The targeted rates are on all rating units in defined areas of benefit
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Waihi Land Drainage - drains class A	Location of land and provision or availability of service	Per hectare of each rating unit	249,272	65.85	249,272
Waihi Land Drainage - drains class B	Location of land and provision or availability of service	Per hectare of each rating unit	3,877	27.16	3,877

Waihi Pumping Drainage - pumps class A	Location of land and provision or availability of service	Per hectare of each rating unit	474,417	288.54	474,417
Waihi Pumping Drainage - pumps class B	Location of land and provision or availability of service	Per hectare of each rating unit	11,848	151.70	11,848
Waihi Pumping Drainage - pumps class C	Location of land and provision or availability of service	Per hectare of each rating unit	14,820	92.68	14,820
Total Land Drainage targeted rates			754,234		754,234

Stormwater targeted rates

Stormwater rates are targeted rates set under section 16 of the Local Government (Rating) Act 2002.
The Stormwater targeted rate part funds stormwater in defined areas of benefit.
The different categories of land are based on the provision services provided by Council.
The targeted rates are on all rating units in defined areas of benefit.
The different categories of land and rates are outlined in the table below:

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Waihi Beach	Location of land	Fixed amount per rating unit	1,360,696	492.73	1,389,003
Kauri Point	Location of land	Fixed amount per rating unit	9,337	134.94	9,622
Ongare Point	Location of land	Fixed amount per rating unit	6,832	134.94	7,041
Tanners Point	Location of land	Fixed amount per rating unit	12,753	134.94	13,142
Tuapiro Point	Location of land	Fixed amount per rating unit	2,847	134.94	2,934
Katikati	Location of land	Fixed amount per rating unit	983,997	492.73	993,597
Omokoroa	Location of land	Fixed amount per rating unit	1,090,732	492.73	1,129,418
Te Puna	Location of land	Fixed amount per rating unit	15,713	134.94	16,076
Te Puke	Location of land	Fixed amount per rating unit	1,353,315	492.73	1,364,857
Paengaroa	Location of land	Fixed amount per rating unit	34,729	134.94	35,789
Pukehina	Location of land	Fixed amount per rating unit	73,215	134.94	75,451
Maketu	Location of land	Fixed amount per rating unit	49,987	134.94	51,513
Total Stormwater targeted rates			4,994,151		5,088,442

Omokoroa Greenwaste targeted rate

The Omokoroa greenwaste rate is a targeted rate set under section 16 of the Local Government (Rating) Act 2002.
The Omokoroa greenwaste targeted rate part funds greenwaste facilities.
The targeted rate is on all properties in the 2024/25 Omokoroa community board defined area of benefit.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Omokoroa Greenwaste targeted rate	Location	Fixed amount per rating unit	111,639	10.87	25,000
Total Omokoroa greenwaste targeted rate			111,639		25,000

Solid waste Targeted Rate

The solid waste rates are a targeted rate set under section 16 (3) (b) of the Local Government (Rating) Act 2002. The solid waste rate part funds the solid waste activity (refuse that is non recyclab

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Western	Location - Katikati/Waihi Beach	Fixed amount per rating unit	717,004	71.22	500,000
Eastern	Location - Maketu/Te Puke ward	Fixed amount per rating unit	568,004	61.52	400,000
Total solid waste targeted rates			1,285,009		900,000

Kerbside collection targeted rate

The Kerbside collection rates are a targeted rate set under section 16 (3) (b) of the Local Government (Rating) Act 2002.
This rate only applies to rating units provided with the service.
The kerbside collection rate part funds the solid waste activity.

Categories	Matters	Factor of liability	2025/26 Annual Plan Revenue $ GST Excl	2026/27 Amount ($) GST Incl	2026/27 Annual Plan Revenue $ GST excl
Partial Service	Service provision	Fixed amount per service (bins)	685,236	113.19	689,304
Full service	Service provision	Fixed amount per service (bins)	1,881,149	169.78	1,895,810
Total Kerbside targeted rates			2,566,385		2,585,114

Western Bay of Plenty District Council - (Sample Assessments)

Rates GST Inclusive

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
KWRS KATIKATI/WAIHI BEACH Residential													
KWRS LQ													
Current Year 2025-26	$ 798	$ 700	$ 252	$ -	$ 15	$ 49	$ 403	$ 1,408	$ 489	$ 103	$ 170	$ 4,388	
Proposed Year 2026 - 27	$ 860	$ 560	$ 329	$ 13	$ 15	$ 49	$ 429	$ 1,450	$ 493	$ 71	$ 170	$ 4,439	1.2%
KWRS MED													
Current Year 2025-26	$ 1,075	$ 700	$ 439	$ -	$ 19	$ 24	$ 403	$ 1,408	$ 505	$ 103	$ 170	$ 4,846	
Proposed Year 2026 - 27	$ 1,158	$ 560	$ 573	$ 15	$ 18	$ 24	$ 429	$ 1,450	$ 509	$ 71	$ 170	$ 4,977	2.7%
KWRS UQ													
Current Year 2025-26	$ 3,459	$ 700	$ 2,096	$ -	$ 19	$ 24	$ 403	$ 1,408	$ 505	$ 103	$ 170	$ 8,886	
Proposed Year 2026 - 27	$ 3,725	$ 560	$ 2,737	$ 15	$ 18	$ 24	$ 429	$ 1,450	$ 509	$ 71	$ 170	$ 9,708	9.2%
KWCI KATIKATI/WAIHI BEACH Commercial / Industrial													
KWCI LQ													
Current Year 2025-26	$ 819	$ 700	$ 1,860	$ -	$ 19	$ 384	$ 403	$ 1,408	$ 505	$ 103		$ 6,201	
Proposed Year 2026 - 27	$ 882	$ 560	$ 2,429	$ 15	$ 18	$ 385	$ 429	$ 1,450	$ 509	$ 71		$ 6,749	8.8%
KWCI MED													
Current Year 2025-26	$ 1,234	$ 700	$ 2,672	$ -	$ 19	$ 384	$ 403	$ 1,408	$ 505	$ 103		$ 7,428	
Proposed Year 2026 - 27	$ 1,329	$ 560	$ 3,489	$ 15	$ 18	$ 385	$ 429	$ 1,450	$ 509	$ 71		$ 8,257	11.2%
KWCI UQ													
Current Year 2025-26	$ 1,660	$ 700	$ 3,798	$ -	$ 19	$ 384	$ 403	$ 1,408	$ 505	$ 103	$ 170	$ 9,150	
Proposed Year 2026 - 27	$ 1,788	$ 560	$ 4,960	$ 15	$ 18	$ 385	$ 429	$ 1,450	$ 509	$ 71	$ 170	$ 10,356	13.2%
KWRU KATIKATI/WAIHI BEACH Rural													
KWRU LQ													
Current Year 2025-26	$ 1,064	$ 700	$ 1,028	$ -	$ 19	$ 24			$ 505	$ 103		$ 3,443	
Proposed Year 2026 - 27	$ 1,146	$ 560	$ 1,358	$ 15	$ 18	$ 24			$ 509	$ 71		$ 3,702	7.5%
KWRU MED													
Current Year 2025-26	$ 1,447	$ 700	$ 1,120	$ -	$ 15	$ 49				$ 103		$ 3,435	
Proposed Year 2026 - 27	$ 1,559	$ 560	$ 1,478	$ 13	$ 15	$ 49				$ 71		$ 3,745	9.0%
KWRU UQ													
Current Year 2025-26	$ 1,969	$ 700	$ 1,120	$ -	$ 15	$ 49	$ 403			$ 103	$ 113	$ 4,473	
Proposed Year 2026 - 27	$ 2,120	$ 560	$ 1,478	$ 13	$ 15	$ 49	$ 429			$ 71	$ 113	$ 4,849	8.4%
KWRO KATIKATI/WAIHI BEACH Rural Orchards													
KWRO LQ													
Current Year 2025-26	$ 2,171	$ 700	$ 1,127	$ -	$ 15	$ 49	$ 403			$ 103	$ 113	$ 4,682	
Proposed Year 2026 - 27	$ 2,338	$ 560	$ 1,486	$ 13	$ 15	$ 49	$ 429			$ 71	$ 113	$ 5,075	8.4%
KWRO MED													
Current Year 2025-26	$ 3,097	$ 700	$ 1,375	$ -	$ 15	$ 49	$ 403			$ 103	$ 113	$ 5,857	
Proposed Year 2026 - 27	$ 3,335	$ 560	$ 1,811	$ 13	$ 15	$ 49	$ 429			$ 71	$ 113	$ 6,397	9.2%
KWRO UQ													
Current Year 2025-26	$ 4,299	$ 700	$ 2,096	$ -	$ 15	$ 49	$ 403			$ 103	$ 113	$ 7,780	
Proposed Year 2026 - 27	$ 4,630	$ 560	$ 2,752	$ 13	$ 15	$ 49	$ 429			$ 71	$ 113	$ 8,633	11.0%

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
KWLF KATIKATI/WAIHI BEACH Lifestyle													
KWLF LQ													
Current Year 2025-26	$ 995	$ 700	$ 825	$ -	$ 19	$ 24	$ 403		$ 505	$ 103	$ 113	$ 3,688	
Proposed Year 2026 - 27	$ 1,072	$ 560	$ 1,093	$ 15	$ 18	$ 24	$ 429		$ 509	$ 71	$ 113	$ 3,904	5.9%
KWLF MED													
Current Year 2025-26	$ 1,133	$ 700	$ 819	$ -	$ 15	$ 49				$ 103	$ 113	$ 2,933	
Proposed Year 2026 - 27	$ 1,221	$ 560	$ 1,084	$ 13	$ 15	$ 49				$ 71	$ 113	$ 3,127	6.6%
KWLF UQ													
Current Year 2025-26	$ 1,809	$ 700	$ 1,087	$ -	$ 15	$ 49				$ 103	$ 113	$ 3,877	
Proposed Year 2026 - 27	$ 1,948	$ 560	$ 1,435	$ 13	$ 15	$ 49				$ 71	$ 113	$ 4,205	8.5%
KWRP KATIKATI/WAIHI BEACH Post Harvest													
KWRP LQ													
Current Year 2025-26	$ 958	$ 700	$ 1,493	$ -	$ 15	$ 49	$ 403			$ 103	$ 113	$ 3,835	
Proposed Year 2026 - 27	$ 1,031	$ 560	$ 1,950	$ 13	$ 15	$ 49	$ 429			$ 71	$ 113	$ 4,232	10.3%
KWRP MED													
Current Year 2025-26	$ 7,343	$ 700	$ 2,279	$ -	$ 15	$ 49	$ 403			$ 103		$ 10,893	
Proposed Year 2026 - 27	$ 7,908	$ 560	$ 2,976	$ 13	$ 15	$ 49	$ 429			$ 71		$ 12,022	10.4%
KWRP UQ													
Current Year 2025-26	$ 18,549	$ 700	$ 4,532	$ -	$ 15	$ 49	$ 403			$ 103		$ 24,351	
Proposed Year 2026 - 27	$ 19,976	$ 560	$ 5,918	$ 13	$ 15	$ 49	$ 429			$ 71		$ 27,032	11.0%
KWFO KATIKATI/WAIHI BEACH Forestry													
KWFO LQ													
Current Year 2025-26	$ 1,088	$ 700	$ 943									$ 2,731	
Proposed Year 2026 - 27	$ 1,171	$ 560	$ 1,247									$ 2,978	9.1%
KWFO MED													
Current Year 2025-26	$ 1,830	$ 700	$ 956	$ -	$ 50							$ 3,536	
Proposed Year 2026 - 27	$ 1,971	$ 560	$ 1,264	$ 20	$ 50							$ 3,865	9.3%
KWFO UQ													
Current Year 2025-26	$ 4,150	$ 700	$ 2,770	$ -	$ 15	$ 49				$ 103		$ 7,788	
Proposed Year 2026 - 27	$ 4,470	$ 560	$ 3,633	$ 13	$ 15	$ 49				$ 71		$ 8,811	13.1%

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
KIRS KAIMAI Residential													
KIRS LQ													
Current Year 2025-26	$ 905	$ 700	$ 239	$ -	$ 20		$ 403	$ 1,408	$ 489	$ 50	$ 170	$ 4,384	
Proposed Year 2026 - 27	$ 974	$ 560	$ 312	$ 16	$ 20		$ 429	$ 1,450	$ 493	$ 11	$ 170	$ 4,434	1.2%
KIRS MED													
Current Year 2025-26	$ 1,139	$ 700	$ 360	$ -	$ 20		$ 403	$ 1,408	$ 489	$ 50	$ 170	$ 4,739	
Proposed Year 2026 - 27	$ 1,226	$ 560	$ 470	$ 16	$ 20		$ 429	$ 1,450	$ 493	$ 11	$ 170	$ 4,845	2.2%
KIRS UQ													
Current Year 2025-26	$ 1,383	$ 700	$ 386	$ -	$ 20		$ 403	$ 1,408	$ 489	$ 50	$ 170	$ 5,010	
Proposed Year 2026 - 27	$ 1,490	$ 560	$ 505	$ 16	$ 20		$ 429	$ 1,450	$ 493	$ 11	$ 170	$ 5,143	2.7%
KICI KAIMAI Commercial / Industrial													
KICI LQ													
Current Year 2025-26	$ 1,469	$ 700	$ 2,174	$ -	$ 45						$ 113	$ 4,501	
Proposed Year 2026 - 27	$ 1,582	$ 560	$ 2,839	$ 16	$ 44						$ 113	$ 5,154	14.5%
KICI MED													
Current Year 2025-26	$ 1,937	$ 700	$ 2,122	$ -	$ 48							$ 4,806	
Proposed Year 2026 - 27	$ 2,086	$ 560	$ 2,771	$ 16	$ 47							$ 5,480	14.0%
KICI UQ													
Current Year 2025-26	$ 3,948	$ 700	$ 4,375	$ -	$ 49		$ 831	$ 704				$ 10,607	
Proposed Year 2026 - 27	$ 4,252	$ 560	$ 5,713	$ 16	$ 50		$ 884	$ 725				$ 12,200	15.0%
KIRU KAIMAI Rural													
KIRU LQ													
Current Year 2025-26	$ 1,256	$ 700	$ 996	$ -	$ 20		$ 403				$ 113	$ 3,488	
Proposed Year 2026 - 27	$ 1,352	$ 560	$ 1,315	$ 16	$ 20		$ 429				$ 113	$ 3,805	9.1%
KIRU MED													
Current Year 2025-26	$ 1,660	$ 700	$ 871	$ -	$ 28							$ 3,259	
Proposed Year 2026 - 27	$ 1,788	$ 560	$ 1,153	$ 16	$ 28							$ 3,545	8.8%
KIRU UQ													
Current Year 2025-26	$ 2,309	$ 700	$ 871	$ -								$ 3,881	
Proposed Year 2026 - 27	$ 2,487	$ 560	$ 1,153	$ 16								$ 4,216	8.6%
KIRO KAIMAI Rural Orchards													
KIRO LQ													
Current Year 2025-26	$ 2,320	$ 700	$ 1,277	$ -	$ 49		$ 403				$ 113	$ 4,863	
Proposed Year 2026 - 27	$ 2,498	$ 560	$ 1,683	$ 16	$ 50		$ 429				$ 113	$ 5,350	10.0%
KIRO MED													
Current Year 2025-26	$ 7,183	$ 700	$ 2,580	$ -	$ 48							$ 10,512	
Proposed Year 2026 - 27	$ 7,736	$ 560	$ 3,385	$ 16	$ 47							$ 11,744	11.7%
KIRO UQ													
Current Year 2025-26	$ 10,674	$ 700	$ 3,628	$ -	$ 20		$ 504				$ 113	$ 15,639	
Proposed Year 2026 - 27	$ 11,495	$ 560	$ 4,753	$ 16	$ 20		$ 536				$ 113	$ 17,493	11.9%

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
KILF KAIMAI Lifestyle													
KILF LQ													
Current Year 2025-26	$ 1,234	$ 700	$ 419	$ -	$ 49		$ 403				$ 113	$ 2,920	
Proposed Year 2026 - 27	$ 1,329	$ 560	$ 547	$ 16	$ 50		$ 429				$ 113	$ 3,045	4.3%
KILF MED													
Current Year 2025-26	$ 2,118	$ 700	$ 1,245	$ -	$ 49		$ 403				$ 113	$ 4,628	
Proposed Year 2026 - 27	$ 2,281	$ 560	$ 1,640	$ 16	$ 50		$ 429				$ 113	$ 5,089	10.0%
KILF UQ													
Current Year 2025-26	$ 3,884	$ 700	$ 976	$ -	$ 49		$ 403				$ 113	$ 6,126	
Proposed Year 2026 - 27	$ 4,183	$ 560	$ 1,290	$ 16	$ 50		$ 429				$ 113	$ 6,641	8.4%
KIRP KAIMAI Post Harvest													
KIRP MED													
Current Year 2025-26	$ 4,672	$ 700	$ 2,489	$ -	$ 31						$ 113	$ 8,005	
Proposed Year 2026 - 27	$ 5,031	$ 560	$ 3,250	$ 16	$ 31						$ 113	$ 9,002	12.4%
KIRP UQ													
Current Year 2025-26	$ 17,687	$ 700	$ 8,566	$ -	$ 49		$ 831					$ 27,833	
Proposed Year 2026 - 27	$ 19,048	$ 560	$ 11,186	$ 16	$ 50		$ 884					$ 31,744	14.1%
KIFO KAIMAI Forestry													
KIFO LQ													
Current Year 2025-26	$ 915	$ 700	$ 930	$ -	$ 50							$ 2,595	
Proposed Year 2026 - 27	$ 986	$ 560	$ 1,230	$ 20	$ 50							$ 2,845	9.6%
KIFO MED													
Current Year 2025-26	$ 1,756	$ 700	$ 1,199	$ -	$ 28							$ 3,682	
Proposed Year 2026 - 27	$ 1,891	$ 560	$ 1,580	$ 16	$ 28							$ 4,075	10.7%
KIFO UQ													
Current Year 2025-26	$ 3,107	$ 700	$ 2,161	$ -	$ 48							$ 6,017	
Proposed Year 2026 - 27	$ 3,347	$ 560	$ 2,838	$ 20	$ 47							$ 6,812	13.2%

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
TMRS TE PUKE/MAKETU Residential													
TMRS LQ													
Current Year 2025-26	$ 692	$ 700	$ 327	$ -	$ 50	$ 18	$ 403	$ 1,408	$ 489	$ 88	$ 170	$ 4,346	
Proposed Year 2026 - 27	$ 745	$ 560	$ 428	$ 20	$ 50	$ 22	$ 429	$ 1,450	$ 493	$ 62	$ 170	$ 4,428	1.9%
TMRS MED													
Current Year 2025-26	$ 830	$ 700	$ 242	$ -	$ 50	$ 18	$ 403	$ 1,408	$ 489	$ 88	$ 170	$ 4,399	
Proposed Year 2026 - 27	$ 894	$ 560	$ 316	$ 20	$ 50	$ 22	$ 429	$ 1,450	$ 493	$ 62	$ 170	$ 4,466	1.5%
TMRS UQ													
Current Year 2025-26	$ 1,011	$ 700	$ 373	$ -	$ 50	$ 18	$ 403	$ 1,408	$ 489	$ 88	$ 170	$ 4,711	
Proposed Year 2026 - 27	$ 1,089	$ 560	$ 487	$ 20	$ 50	$ 22	$ 429	$ 1,450	$ 493	$ 62	$ 170	$ 4,832	2.6%
TMCI TE PUKE/MAKETU Commercial / Industrial													
TMCI LQ													
Current Year 2025-26	$ 702	$ 700	$ 1,546	$ -	$ 50	$ 298	$ 403	$ 2,605	$ 489	$ 88		$ 6,881	
Proposed Year 2026 - 27	$ 756	$ 560	$ 2,018	$ 20	$ 50	$ 362	$ 429	$ 2,683	$ 493	$ 62		$ 7,433	8.0%
TMCI MED													
Current Year 2025-26	$ 1,171	$ 700	$ 2,672	$ -	$ 50	$ 298	$ 1,614	$ 1,408	$ 489	$ 88		$ 8,489	
Proposed Year 2026 - 27	$ 1,261	$ 560	$ 3,489	$ 20	$ 50	$ 362	$ 1,716	$ 1,450	$ 493	$ 62		$ 9,462	11.5%
TMCI UQ													
Current Year 2025-26	$ 1,937	$ 700	$ 2,777	$ -	$ 50	$ 298	$ 504	$ 2,605	$ 489	$ 88		$ 9,447	
Proposed Year 2026 - 27	$ 2,086	$ 560	$ 3,626	$ 20	$ 50	$ 362	$ 536	$ 2,683	$ 493	$ 62		$ 10,477	10.9%
TMRU TE PUKE/MAKETU Rural													
TMRU LQ													
Current Year 2025-26	$ 1,040	$ 700	$ 1,006	$ -		$ 9				$ 88		$ 2,843	
Proposed Year 2026 - 27	$ 1,120	$ 560	$ 1,329	$ 20		$ 11				$ 62		$ 3,101	9.1%
TMRU MED													
Current Year 2025-26	$ 1,511	$ 700	$ 806	$ -		$ 9				$ 88		$ 3,114	
Proposed Year 2026 - 27	$ 1,627	$ 560	$ 1,067	$ 20		$ 11				$ 62		$ 3,348	7.5%
TMRU UQ													
Current Year 2025-26	$ 2,224	$ 700	$ 897	$ -	$ 49							$ 3,871	
Proposed Year 2026 - 27	$ 2,395	$ 560	$ 1,187	$ 16	$ 49							$ 4,207	8.7%
TMRO TE PUKE/MAKETU Rural Orchards													
TMRO LQ													
Current Year 2025-26	$ 3,139	$ 700	$ 1,258	$ -	$ 49	$ 9				$ 88		$ 5,243	
Proposed Year 2026 - 27	$ 3,381	$ 560	$ 1,657	$ 20	$ 49	$ 11				$ 62		$ 5,740	9.5%
TMRO MED													
Current Year 2025-26	$ 4,565	$ 700	$ 1,624	$ -	$ 50	$ 18				$ 88	$ 113	$ 7,159	
Proposed Year 2026 - 27	$ 4,917	$ 560	$ 2,136	$ 20	$ 50	$ 22				$ 62	$ 113	$ 7,880	10.1%
TMRO UQ													
Current Year 2025-26	$ 7,205	$ 700	$ 2,174	$ -	$ 50	$ 18	$ 403			$ 88	$ 113	$ 10,752	
Proposed Year 2026 - 27	$ 7,759	$ 560	$ 2,855	$ 20	$ 50	$ 22	$ 429			$ 62	$ 113	$ 11,869	10.4%

AssNumber	General Rates	UAGC	Roading	Community Board	Hall	Promotion	Water	Waste Water	Storm Water	Solid Waste	Kerbside	Grand Total	% Increase
TMLF TE PUKE/MAKETU Lifestyle													
TMLF LQ													
Current Year 2025-26	$ 1,532	$ 700	$ 793	$ -	$ 50	$ 18				$ 88		$ 3,181	
Proposed Year 2026 - 27	$ 1,650	$ 560	$ 1,050	$ 20	$ 50	$ 22				$ 62		$ 3,414	7.3%
TMLF MED													
Current Year 2025-26	$ 1,671	$ 700	$ 1,107	$ -	$ 50	$ 18				$ 88		$ 3,634	
Proposed Year 2026 - 27	$ 1,799	$ 560	$ 1,461	$ 20	$ 50	$ 22				$ 62		$ 3,974	9.4%
TMLF UQ													
Current Year 2025-26	$ 2,767	$ 700	$ 1,729	$ -	$ 50	$ 18				$ 88		$ 5,352	
Proposed Year 2026 - 27	$ 2,980	$ 560	$ 2,273	$ 20	$ 50	$ 22				$ 62		$ 5,966	11.5%
TMRP TE PUKE/MAKETU Post Harvest													
TMRP LQ													
Current Year 2025-26	$ 851	$ 700	$ 1,048	$ -	$ 50	$ 18				$ 88	$ 113	$ 2,869	
Proposed Year 2026 - 27	$ 917	$ 560	$ 1,368	$ 20	$ 50	$ 22				$ 62	$ 113	$ 3,112	8.5%
TMRP MED													
Current Year 2025-26	$ 10,461	$ 700	$ 2,593	$ -	$ 35	$ 9	$ 403			$ 88		$ 14,290	
Proposed Year 2026 - 27	$ 11,266	$ 560	$ 3,387	$ 20	$ 34	$ 11	$ 429			$ 62		$ 15,768	10.3%
TMRP UQ													
Current Year 2025-26	$ 17,772	$ 700	$ 5,501	$ -	$ 49	$ 9				$ 88		$ 24,119	
Proposed Year 2026 - 27	$ 19,139	$ 560	$ 7,184	$ 20	$ 49	$ 11				$ 62		$ 27,025	12.0%
TMFO TE PUKE/MAKETU Forestry													
TMFO LQ													
Current Year 2025-26	$ 1,292	$ 700	$ 1,146	$ -	$ 50	$ 18				$ 88		$ 3,294	
Proposed Year 2026 - 27	$ 1,391	$ 560	$ 1,512	$ 20	$ 50	$ 22				$ 62		$ 3,617	9.8%
TMFO MED													
Current Year 2025-26	$ 1,947	$ 700	$ 1,533	$ -	$ 50	$ 18				$ 88		$ 4,336	
Proposed Year 2026 - 27	$ 2,097	$ 560	$ 2,017	$ 20	$ 50	$ 22				$ 62		$ 4,827	11.3%
TMFO UQ													
Current Year 2025-26	$ 4,065	$ 700	$ 2,738	$ -	$ 30	$ 9				$ 88		$ 7,630	
Proposed Year 2026 - 27	$ 4,378	$ 560	$ 3,590	$ 20	$ 30	$ 11				$ 62		$ 8,651	13.4%

COUNCIL WORKSHOP

DATE:	Wednesday, 17 December 2025 at 11.15am
HELD:	Council Chambers
TOPICS:	1. Annual Plan 2026/27 (2)
GENERAL MANAGER RESPONSIBLE:	M Taris (Interim Chief Executive)
FORUM MEMBERS PRESENT:	Mayor J Denyer, Deputy Mayor M Murray-Benge, Councillor S Beech, Councillor T Coxhead (arrived 1.19pm), Councillor G Dally, Councillor D Dinsdale, Councillor G Elvin, Councillor L Rae and Councillor A Sole
STAFF IN ATTENDANCE:	M Taris (Interim Chief Executive), E Watton (Acting General Manager Strategy and Community), A Curtis (General Manager Regulatory Services), B Singh (General Manager Infrastructure), M Potton (Acting General Manager Corporate Services), A Henderson (Programme Director Water Organisation), M Leighton (Policy and Planning Manager), J Fearn (Chief Financial Officer), R Garrett (Governance Manager), L Balvert (Communications Manager), J Abraham (Team Lead Asset Management), R Gallagher (Senior Policy Analyst), C Ertel (Director Water Services), J Duncan (Governance Coordinator) and R Leahy (Senior Governance Advisor)

Annual Plan 2026/27 – Workshop 2 (Part 1)

INTRODUCTION

The Policy and Planning Manager facilitated a discussion that sought direction on key elements of the Annual Plan.

SUMMARY OF KEY THEMES

Rates Impact

Staff presented a first-cut 9.4% total rates increase (6% for existing ratepayers after adjusting for inflation and growth) for the 2026 Annual Plan. Councillors requested the project list in spreadsheet format to better analyse the numbers, and there was significant

discussion about rates capping and its potential impact on future budgeting. Staff agreed to provide more detailed expenditure information to help explain the rate increases, though this would not be possible during the current session.

Water, Stormwater and Wastewater Rates

The workshop focused on reviewing the council's financial planning and rates setting. Staff presented an analysis showing a significant projected deficit in the water activity by 2027, with initial work showing this could reach $7 million if current trends continued. Councillors discussed how reduced water usage, due to higher volumetric charges, could affect revenue, noting that when meters had been installed demand management had been part of the rationale to delay costly and potentially unnecessary infrastructure upgrades. The Council considered whether to maintain current rates to allow the new entity (WSO) to address the issue in 2027, or to make adjustments now.

The discussion focused on water charges and revenue recovery, specifically on addressing a potential shortfall by 2027. They agreed to consider pursuing a mixed approach combining both volumetric and fixed charges, with a preference for increasing volumetric rates rather than placing the entire burden on fixed charges to avoid impacting low-income residents. Councillors also explored the possibility of introducing a free basic water allowance for households, similar to some other councils' practices. Additionally, they discussed the upcoming transition to a water services organisation in 2028.

In relation to water services and financial planning, Councillors discussed a $3 million shortfall in water services, with options to address it through rate increases (resulting in a total increase of 11.2% or 10.2%). They clarified that these increases would cover operational costs, not new capital projects.

12:25pm The workshop adjourned.

1.07pm The workshop reconvened.

CEO Efficiency Project

The council was conducting an efficiency review with MartinJenkins, which would provide recommendations for right-sizing the organisation. This project was broken into two stages, the first being a financial sustainability report, and the second stage being a full effectiveness and efficiency review that would look at all activities of council and provide comparisons to other similar councils. It

was clarified that this piece of work would not be completed in time to incorporate the findings in the 2026/27 Annual Plan, however it may highlight certain savings earlier on that could be included/implemented.

1:19pm Councillor Coxhead entered the workshop.

Project List

The group reviewed project lists comparing the Annual Plan 2026/2027 to the projects set out in the Long Term Plan for 2027, noting some changes in timing and funding.

ISSUES AND OPTIONS PAPERS

NZTA Funding Subsidy Options

The workshop discussed the $7.5 million in additional NZTA funding, which could be used for either increasing local funding contributions, maintaining current levels while doing more work, or offsetting rates impacts. Staff explained that while the funding was available for the next financial year, it must be used for preventative maintenance like resealing and drainage improvements rather than visible maintenance like mowing. Staff also addressed concerns regarding road deterioration and the status of a 10-year loan for seal extensions, which was about 2 years into its term.

There was further debate on whether to use this money for debt reduction or to improve roads, with Councillors expressing preference for maintenance. An Issues and Options paper will be prepared for the new year.

Overall Rates Increases

The discussion continued regarding overall rates increases, with a target of around 7.5% being proposed, though some councillors preferred slightly lower figures. Staff were tasked with bringing back options for the Council to consider, including potential savings and the impact of addressing the water deficit issue.

Local Waters Done Well Funding Options

Councillors confirmed the recommended option of funding for a Phase 2 IT project, which would involve a full ERP system for the water organisation, to be implemented in January 2027 (purchased in collaboration with other entities). The Councillors discussed the

potential for interest capitalisation on this debt, which would not require immediate interest payments and would be included in the setup costs for the new WSO, these would be recovered once the WSO was up and running

Funding of Community Boards

The workshop reviewed three options for Community Board funding, with options 1 and 3 being favoured over option 2. Option 1 would fully fund Community Boards through targeted rates based on updated boundaries, while option 3 would only cover administration costs through general rates. A preference emerged for Option 3, which involved targeted rates and a universal service charge, however the council agreed to wait for feedback from Community Boards in February 2026, before deciding on their preferred option going forward.

Policy for Allocation of Community Roading Funding

Discussion on the Community Roading amounts to be budgeted for 2026/27 and the future of the policy for Community Roading Allocation was undertaken. Councillors outlined that the funding was originally intended for minor roading projects that would not receive NZTA subsidy. They agreed to consult with the Community Boards on the proposed changes, including the allocation of funds for the 2026-2027 Annual Plan.

The discussion continued noting that a current allocation of $906,000 across five boards represented nearly 1% of rates. There was broad agreement that the current funding model needed simplification, with options ranging from completely revoking the policy (Option 1A) to maintaining it with reduced funding. Councillors debated whether to keep the funding through targeted rates or a central pool, with concerns raised about the fairness of per-property funding and the need to balance local democracy with financial sustainability. There was direction to have status quo, $700,000 and $500,000 (preferred option) as the total amount options for the community roading allocation.

3.33pm workshop adjourned.

3.49pm workshop resumed.

Highfields Pond

The Councillors discussed the Highfield Stormwater Pond project, deciding not to proceed with the proposed extension and instead supporting the introduction of grass carp to address weed issues, though they noted potential concerns regarding carp fishing. It was confirmed that due to this direction, the paper would no longer be necessary for the Annual Plan 2026/27.

Fluoridation Free Taps

The council discussed options for providing fluoride-free water taps in certain areas, with costs ranging from $120,000 to $150,000 per option. They debated the merits of different locations and funding methods, with some councillors expressing concerns about the high costs. It was suggested that another option be considered, which was to include a fluoride-free tap at Athenree. For this reason, the revised options would include: not installing Fluoride-Free supply points, deferring the decision to the Water Organisation, or looking at alternative more affordable options.

Te Puke Wastewater Treatment Plant Funding Split

Councillors reviewed proposed changes to the funding split for the Wastewater Treatment Plant, which included a reduction to the contribution from the Rangiuru Business Park and an additional contribution that would be recovered at a later date through future Financial Contributions (FinCos) on future growth in the Te Puke area. It was clarified that the preferred option resulted in a slight reduction for the current developers FinCos, compared to the previous splits.

CONCLUSION

The Acting General Manager Corporate Services and the Policy and Planning Manager presented a summary of the direction that Councillors had provided and actions that would be implemented, as shown below.

Direction and Actions	Responsible
Budgets – Project List • Circulate excel spreadsheet to Councillors. Budgets – Total Rates Impact	Chief Financial Officer

• Rates increase aim of 7.5% before SUIPs introduced. Budgets – Asset Sales • Options of asset sales provided at next workshop.	
Budgets – Efficiency Savings • Demonstrate gains from previous efficiency savings in last Annual Plan. Budgets – Water Supply changes • New IOP on reducing water supply deficit, to include sensitivity analysis on changes to volumetric charges.	Acting General Manager Corporate Services
IOP – NZTA/Transportation • Re-draft IOP and present at next workshop. • Preferred option to be not to increase local share (current Option B) and use additional $7 million to be split across reduced debt funding and do more works. • Reflect these changes in budget.	General Manager Infrastructure Services
IOP - Local Waters Done Well • Add $1.2 million loan for Waters ERP (Option 1).	Policy and Planning Manager
IOP - Community Board Funding • Option 3 – targeted rate and UAGC (admin only) was preferred option. • Reflect in budgets. IOP - Community Roading Allocation • Re-draft IOP and present at next workshop. • Reduce allocation to $500,000 (with options on this). • Option to include removing the policy and simplifying the allocation. • Targeted rating in the future may be an option. • Reflect in budget.	Senior Policy Analyst
IOP - Highfields Pond • Do not progress	Policy and Planning Manager

IOP - Fluoridation Free Taps • Retain Option 1 as preferred for budgets. • Revise options to include deferring the decision to future Waters Organisation. • Look at cheaper option at Athenree. • Revise all options for costings. • Re-draft IOP and present at future workshop.	Team Lead Asset Management
IOP - TPWWTP Funding Split • Preferred Option 1. • Confirm in budgets and FinCos schedule.	Director Water Services

The workshop finished at 4.25pm

COUNCIL WORKSHOP

DATE:	Thursday, 18 December 2025 at 9.30am
HELD:	Council Chambers
TOPICS:	1. Annual Plan 2026/27 (2)
GENERAL MANAGER RESPONSIBLE:	M Taris (Interim Chief Executive)
FORUM MEMBERS PRESENT:	Mayor J Denyer, Deputy Mayor M Murray-Benge, Councillor S Beech, Councillor T Coxhead, Councillor G Dally, Councillor D Dinsdale, Councillor G Elvin, Councillor L Rae and Councillor A Sole
STAFF IN ATTENDANCE:	M Taris (Interim Chief Executive), E Watton (Acting General Manager Strategy and Community), A Curtis (General Manager Regulatory Services), B Singh (General Manager Infrastructure), M Potton (Acting General Manager Corporate Services), A Henderson (Programme Director Water Organisation), M Leighton (Policy and Planning Manager), J Fearn (Chief Financial Officer), R Garrett (Governance Manager), L Balvert (Communications Manager), A Badenhorst (Infrastructure Growth and Delivery Manager), E Logan (Governance Advisor), J Duncan (Governance Coordinator).

Annual Plan 2026/27 – Workshop 2 (Part 2)

ISSUE AND OPTION PAPERS (CONTINUED)

Structure Plan Update

The workshop reviewed the Structure Plan and discussed funding allocations for various infrastructure projects. A key focus was the Te Puke Wastewater Project, which required an additional $1.14 million, due to using a trenchless excavation method. The Councillors also addressed concerns about funding splits for new roads, with some members asking questions around the methodology used to determine these splits.

Other Matters Raised

UAGC Settings

The discussion touched on the overall rates structure, with some members expressing concerns regarding the nature of the current system, particularly the high fixed charges for lower-value properties. Staff agreed to provide comparative data on fixed charges across similar councils and model the impact of adjusting the Uniform Annual General Charge (UAGC) percentage.

Councillors requested a model showing various UAGC options, including zero, to understand the effects on different communities. There were concerns expressed regarding equity in the current rating system, while highlighting the need to consider the differential impact of property valuations on residential and industrial properties. The Interim CEO advised against frequent changes to the UAGC, emphasising the importance of fairness and consistency in rate-setting. Councillors agreed to further examine the overall rating structure, acknowledging the need for a comprehensive review of flat charges.

Transport Differential

Councillors discussed the differential rates for commercial, industrial, and post-harvest zones, with concerns raised regarding the impact on businesses and residents. The Interim CEO suggested using a remissions policy as a more targeted approach, which could be adjusted to specific criteria. However, the council considered that implementing such a policy within the current Annual Plan was not feasible due to resource constraints and the complexity of the process. Councillors agreed to consider this issue further in the Long Term Plan, with a focus on potentially increasing the differential for larger industrial operations while exploring remissions options for smaller businesses that do not require heavy truck movements.

Te Puke Traffic Solutions

The workshop covered traffic congestion issues in the district, particularly around Te Puke. Councillors had previously reviewed traffic studies and a report by Beca, which suggested formalising traffic islands as a temporary solution. There was frustration expressed regarding the delay in implementing solutions, with Councillors suggesting a simpler controlled traffic system. Staff advised taking a measured approach to ensure any infrastructure solution aligned with future community objectives. Councillors agreed that while the Spatial Plan had a 30-year horizon, immediate action was needed for the traffic problem, and this would be discussed further in an upcoming workshop on the Te Puke Spatial Plan.

Solid Waste Infrastructure

There was a discussion on Regional Waste Management Strategies, with a focus on cross-regional approaches and infrastructure needs. Councillors discussed, at a high level, potential options for handling solid waste, including transfer stations and landfills, with concerns raised regarding the current lack of progress on concrete solutions to date, but noting the need for collaboration with our neighbouring councils.

Separately Used or Inhabited Parts (SUIPs)

Councillors discussed implementing a system for rating SUIPs, considering a shift in rating approach with remissions for the first additional dwelling. The workshop considered whether to proceed with the change in the Annual Plan or Long Term Plan (LTP). Consideration was given to including it in the LTP due to potential rate cap implications and the need for significant consultation compared to progressing with the changes earlier and reflecting the rates impact in the Annual Plan. The group agreed to include it in the current Annual Plan consultation, subject to legal advice.

11.06am The workshop adjourned.

11.24am The workshop reconvened.

Fees and Charges

The workshop focused on the current review of fees and charges. Discussion was held regarding the appetite to increase most fees by 3% (or other similar inflation adjustment) or increase above inflation to increase the proportion of user-pays funding where appropriate. Dog fees were also discussed and were proposed to increase by 10%, to align with the council's Long Term Plan direction to increase the percentage of user-pays cost recovery. Councillors discussed concerns regarding the 10% dog fee increase, with some suggesting a more moderate approach, but noted the LTP direction. It was agreed to bring back options for different fee increase scenarios in the February 2026 workshop for regulatory services, and that where appropriate fee increases above inflation would be acceptable.

CONSULTATION REQUIREMENTS

The council discussed the Annual Plan consultation approach, agreeing to focus on engagement through existing community events rather than large-scale consultations to avoid public consultation fatigue – noting that the Spatial Plan and LTP Pre-engagement is scheduled for March. Targeted engagement would also be undertaken to directly inform interested parties.

The need for wider consultation was noted should SUIPs form part of the Annual Plan.

The Councillors discussed town hall meetings, but thought it not appropriate for this Annual Plan. An engagement plan will be prepared by staff.

ROUND UP AND NEXT STEPS

Next steps included a workshop on 10 February 2026 to review draft consultation documents, sample rate impacts, and updated financial information, with QV revaluations expected to be finalised by then.

Direction and Actions	Responsible
Structure Plans • Bring back a decision framework for allocation of benefits to Council as part of LTP.	Infrastructure Growth and Delivery Manager
SUIPs • Confirm advice that SUIPs can be part of Annual Plan. • Prepare IOP on introduction of SUIPs. • Prepare Draft Remissions Policy for SUIPs.	Acting General Manager Corporate Services
Transport Differential • Remission Policy to be prepared for LTP.	Policy and Planning Manager
Solid Waste Infrastructure • Update on Strategy and progress regarding infrastructure planning to appropriate workshop/meeting.	Operations Manager

UAGC • Options on UAGC settings including $0 and $1000 and sensitivity analysis. Rates • Sample rates based on preferred options to next workshop.	Chief Financial Officer
Fees and Charges • 10% dog increase. • Inflation (3%) increase or more (where appropriate) sought. • Options for Regulatory to come back with 3,4,5,7% increases. • Report on major changes and draft schedule for the next workshop.	General Manager Regulatory Services
Consultation • Plan for attendance at 'market day' events and formal hearings. • Town Hall meetings not required. • Draft engagement approach for next workshop.	Communications Manager
Revaluations update • Update on QV changes and impact on rates at next workshop.	Revenue Lead
FINCOS • Report on major changes and draft schedule to next workshop.	Commercial Business Analyst

The workshop finished at 12.11pm

COUNCIL WORKSHOP

DATE:	Wednesday 11, February 2026 at 9.30am
HELD:	Council Chambers
TOPICS:	1. Annual Plan (3)
GENERAL MANAGER RESPONSIBLE:	M Taris (Interim Chief Executive)
FORUM MEMBERS PRESENT:	Mayor J Denyer, Councillor S Beech, Councillor T Coxhead , Councillor G Dally, Councillor R Joyce, Councillor D Dinsdale, Councillor A Sole, Deputy Mayor M Murray-Benge and Councillor L Rae.
LEAVE OF ABSENCE:	Councillor G Elvin
STAFF IN ATTENDANCE:	M Taris (Interim Chief Executive), B Singh (General Manager Infrastructure Services), A Curtis (General Manager Regulatory Services), E Watton (Acting General Manager Strategy and Community), M Potton (Acting General Manager Corporate Services), M Leighton (Policy and Planning Manager), L Balvert (Communications Manager), R Garrett (Governance Manager), H Wi Repa (Governance Systems Advisor), P Osborne (Senior Governance Advisor), C McLean (Director Transportation), R Gallagher (Senior Policy Analyst).

Annual Plan (Workshop 3)

INTRODUCTION

The Policy and Planning Manager, supported by the Acting General Manager Corporate Services, provided an overview of the purpose of the workshop, which was to seek further direction on key elements of the Annual Plan and concurrent processes.

SUMMARY OF KEY TOPICS

Draft Budgets

The workshop discussed the budget update for 2026/27, focusing on significant changes and material items requiring consultation. The workshop also addressed the impact of the January weather event, with staff explaining that initial damage costs for roads and water were still being determined, and funding would likely come from Central Government. The financial overview highlighted a reduction in income, compared to the LTP, due to less subsidy from NZTA and higher capital expenditure, leading to a net debt increase. The workshop also touched on staffing levels, with a debate on managing vacancies to reduce costs, though concerns were raised about the potential impact on service delivery and future staffing challenges.

Impacts on Sample Rates and Sample Properties

The councillors discussed rate increases, with the headline rate rising to 8% for existing ratepayers (9% increase to the total rate requirement), though concern was expressed regarding roading funding and requested closer inspection of where roading money goes. The team clarified that the large decrease in stormwater funding was due to removing unnecessary rating requirements and explained that temporary staff hired for water and ERP projects would be back out of the numbers by 2027-28. The councillors reviewed sample rates including for residential, commercial, and rural rate properties, noting that most residents faced modest 4-5% increases while some other sectors saw double-digit rises.

Uniform Annual General Charge (UAGC) Setting

The council discussed reducing the UAGC from its current $700 to a lower level. Some Councillors noted that this would provide relief to most residential ratepayers but may result in some increase for commercial rates, which were tax deductible. The Council was advised to proceed cautiously when considering significant change to the UAGC amount, as it could lead to significant impacts on the properties on the extreme (such as high-value property owners who may see a larger increase), and to ensure clear communication of the rationale behind the decision.

Participants debated whether to decrease the UAGC to $400, revert to $560, or maintain the current $700 rate. They agreed to have staff model the financial implications of these options and present them for consideration at the Council meeting scheduled 26 February 2026. $560 was directed to be presented as the baseline for the draft financials.

Rating Valuations

The workshop also touched on property valuations, with concerns raised regarding how kiwifruit properties were valued. They decided to review the valuations before consulting with the Kiwifruit Growers Association.

The conversation ended with a discussion on the need to review financial statements and project lists in more detail, as some members were not satisfied with the proposed 8-9% rates increase, and that this would be done through this workshop.

11.05am The workshop adjourned.

11.26am The workshop reconvened.

Separately Used or Inhabited Parts (SUIP) Update

The council discussed the proposal to introduce SUIPS but decided to defer it to the Long Term Plan (LTP) to ensure a more fulsome process would be undertaken and practical challenges accounted for.

Issues and Options Papers (IOPs)

Transportation Funding

The General Manager Infrastructure Services and Director Transportation, joined the presenters to speak through the IOP, taking Councillors through some of the bigger budget lines within the Transportation activity.

Councillors reviewed transportation budget issues. The Council signalled a preference in using a $7.5 million subsidy from NZTA for pothole prevention, allocating $7.0m into pothole prevention and adjusting the work programme to accordingly, and use a $500k balance to reduce Council's operational debt related to Transport funding. A shortfall in Operations would also be funded from rates by an additional $3.1m. .

Members clarified the use of funds for pothole prevention and road improvements, emphasising the need to manage network deterioration proactively. They debated the wisdom of using loans for maintenance, agreeing that such funding should be reserved for long-term improvements. The workshop also discussed the need to maintain a basic standard of road markings and signs for safety, despite budget constraints. They considered seeking savings from the operations budget but were advised that some decisions might be better left for the Long Term Plan review.

The workshop discussed the Council's approach to road maintenance and funding, particularly regarding mowing services and traffic management. Concerns were raised regarding the rising costs of road maintenance contracts with a suggestion of exploring alternative approaches, such as differential levels of service for different urban centers.

Allocation of Community Roading Funding

The workshop discussed the allocation of the Community Roading Fund, with a focus on whether to maintain or reduce the current $904,000 allocation. After debate, they signalled that their preferred option was to reduce the fund to $500,000 for the Annual Plan, pending a review of the policy alongside the Long Term Plan. They also signalled a preference to keep the current distribution method, as per the existing policy, based on population, vehicle kilometres travelled, and dwellings, rather than making immediate changes. Councillors acknowledged the need to review the fund's purpose and distribution criteria in the future but preferred to maintain the status quo for the current Annual Plan.

The Senior Policy Analyst was in attendance to take Councillors through the IOPs, providing an overview of the options provided.

1.17pm The workshop adjourned.
1.51pm The workshop reconvened.

Water Supply Funding

The Councillors discussed options to address a water supply deficit, with a preference to increase the volumetric water charge by 15% to raise an additional $1.1 million. They preferred to maintain the fixed charge at a largely consistent level, while increasing the volumetric charge to $2.01 (from $1.74), acknowledging this would ease the transition to the water services entity.

Community Board budgets

The Governance Manager was in attendance to provide an overview of the proposed budget changes that the Te Puke/Eastern and Ōmokoroa/Kaimai Community Boards were seeking.

The workshop reviewed Community Board budget requests, with two boards seeking increased funding for their expanded areas.

There were concerns raised regarding how the $36,000 grant budget might compare with Council's matching funds. Council directed that the increased budgets be included in the draft Annual Plan, and further clarification on the uses of the increase be sought from Community Boards.

Operational Projects List Discussion

Following a desire to look through the Operational Projects List, staff worked through this activity by activity as Councillors had pātai. The discussion covered changes in project listings and funding allocations across various departments, with staff explaining that many of these changes were due to better categorisation of projects and maintenance costs rather than actual increases in expenditure.

Capital Projects List Discussion

Following a desire to look through the Capital Projects List, staff worked through activity by activity providing clarification where required. Councillors reviewed community facilities funding and swimming pool projects, with concerns raised regarding the affordability of indoor pools, noting this was previously an LTP decisions and a wider conversation than the Annual Plan. The group debated whether to continue managing pensioner housing or transfer it to a specialist agency, noting this was previously an LTP decisions and a wider conversation than the Annual Plan. These topics were identified as potential considerations in the upcoming Long Term Plan process. The conversation ended with a discussion on stormwater projects and cemetery natural burials construction.

No changes to the project lists (operational or capital) were directed by Council.

Financial Impact Statements (FIS)

Following a desire to look through the FIS, staff worked through activity by activity providing clarification where required. No changes to the FIS were directed by Council.

3.18pm The workshop adjourned.

3.30pm The workshop reconvened.

Fees and Charges

The General Manager Regulatory Services joined presenters to speak through the proposed changes. The workshop examined proposed fee increases, including for pools and dog licenses, with concerns raised about the justification and impact of these changes. Council requested more detailed information on the rationale of the changes for pool fees.

Councillors expressed concerns about the current Dog Registration fee structure, noting that it was becoming increasingly expensive compared to other councils in the region. They agreed to maintain the 10% increase for now but signalled that this may be the last of the planned increases, notating that the desire had been to reach 80% user pays funding. The group also discussed cemetery fees, with some members suggesting a two-tier pricing system for residents and non-residents but noting this may be part of a review alongside the LTP.

3.48pm Cr Coxhead left the workshop.

Financial Contributions (FinCos)

The Commercial Business Analyst joined presenters to speak through the proposed changes to the FinCos charges. Councillors reviewed financial contributions for new developments, noting generally only minor adjustments were proposed for specific areas.

4.18pm	Cr Rae and Cr Sole left the workshop.
4.20pm	Cr Joyce left the workshop.

Direction and Actions	Responsible
Draft Budgets • A request consideration of the need to include "working the churn" back into the budgets. • A request for the amount of savings that have been made in relation to vacancies that were not being filled. **UAGC** • A request for modelling on $560 and $400 to see the difference. This would be circulated to Councillors prior to the meeting. • Options for the formal meeting $400, $560 and $700. • Indicated a preferred option of $560.	Acting General Manager Corporate Services
Issue and Options Papers <u>Transportation</u> • Indicated a preferred option of Option 1a. <u>Allocation of Community Roading Funding</u> Councillors indicated that their preferred options were: • Option 1a	Policy and Planning Manager

• Option 2a • Remove issue 3 and rework the paper. <u>Water Supply Funding</u> • Indicated a preferred option of Option 1. <u>Community Board Funding</u> • Level of comfort with including the proposed budget increases into the draft budgets. • Staff would circulate the breakdown of the proposed budgets requested by the Te Puke–Eastern Community Board. **Capital Projects List Discussion** • Follow up on Elder Housing Portfolio as part of a future Projects and Monitoring Committee presentation.	General Manager Infrastructure Services

The workshop concluded for the day at 4.24pm.

COUNCIL WORKSHOP

DATE:	Thursday 12, February 2026 at 9.30am
HELD:	Council Chambers
TOPICS:	1. Annual Plan (3)
GENERAL MANAGER RESPONSIBLE:	M Taris (Interim Chief Executive)
FORUM MEMBERS PRESENT:	Mayor J Denyer, Councillor S Beech, Councillor T Coxhead , Councillor G Dally, Councillor R Joyce, Councillor D Dinsdale, Councillor A Sole, Deputy Mayor M Murray-Benge and Councillor L Rae.
LEAVE OF ABSENCE:	Councillor G Elvin
STAFF IN ATTENDANCE:	M Taris (Interim Chief Executive), B Singh (General Manager Infrastructure Services), A Curtis (General Manager Regulatory Services), E Watton (Acting General Manager Strategy and Community), M Potton (Acting General Manager Corporate Services), M Leighton (Policy and Planning Manager), L Balvert (Communications Manager), R Garrett (Governance Manager), H Wi Repa (Governance Systems Advisor), P Osborne (Senior Governance Advisor).

Annual Plan (Workshop 3)
The workshop continued going through the topics they ran out of time to discuss on the previous day. **SUMMARY OF KEY TOPICS** **Outline of Consultation Document and Supporting information** The Policy and Planning Manager, supported by the Communications Manager provided an overview of the draft Consultation document content and outlined the supporting information. 9.40am Cr Joyce entered the workshop. Councillors discussed the Annual Plan consultation process, noting that it would focus on the major changes compared to the LTP including the $3.1 million transport investment and new Community Board rates. The Consultation Document and supporting information would be presented to council on 19 March, with public consultation running from 20 March to 20 April. Councillors noted the closeness of consultation to the LTP/Spatial Plan Engagement events and the Civil Defence Recovery Events. Council endorsed the engagement approach of one two-hour event in each community board area (five total)and that staff would work closely with community boards on determining the date, time and location of respective event. **Next Steps** The Policy and Planning Manager provided an overview of the next steps, including the direction that staff had been given. It was clarified that, as per the previous workshop, the Issues and Options Paper relating to Floride Free Taps was to come back with options at the formal meeting rather than through a workshop.

This workshop discussion concluded at 10.12am.

11.2 WESTERN BAY OF PLENTY DISTRICT FINANCIAL SUSTAINABILITY - MARTINJENKINS OVERVIEW

File Number: **A7142734**

Author: **Jackson Jury, Financial Analyst**

Authoriser: **Matt Potton, Acting Group Manager Corporate Services**

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Elected Members with an overview of the Western Bay of Plenty District Financial Sustainability report prepared by MartinJenkins (January 2026).
2. Sarah Baddeley from MartinJenkins will attend the meeting to provide an update and be available for questions.

RECOMMENDATION

That the Financial Analyst's report dated 26 February 2026, titled 'Western Bay of Plenty District Financial Sustainability – MartinJenkins Overview', be received.

BACKGROUND

3. The local government sector is facing significant financial pressures arising from rising input costs, infrastructure renewal and growth demands, regulatory reform, and constrained revenue tools.
4. MartinJenkins was commissioned to provide an independent overview of Western Bay of Plenty District Council's financial sustainability, assessing historical trends, operating performance, capital investment, debt levels, revenue composition, affordability, and future outlook.
5. The report highlights sector-wide challenges, outlines Council's relative position compared to similar councils, and identifies key levers available to improve long-term financial sustainability.

ATTACHMENTS

1. **Western Bay of Plenty District Financial Sustainability - Overview by MartinJenkins**

MARTIN JENKINS

Western Bay of Plenty District Financial Sustainability

January 2026

Table of contents

For over 30 years MartinJenkins has been a trusted adviser to clients in the government, private, and non-profit sectors in Aotearoa New Zealand and internationally.

Our services include organisational performance, employment relations, financial and economic analysis, economic development, research and evaluation, data analytics, engagement, and public policy and regulatory systems.

Kei te āwhina mātau ki te whakapai ake i a Aotearoa.

We are a values-based organisation, driven by a clear purpose of helping make Aotearoa New Zealand a better place. Our firm is made up of people who are highly motivated to serve the New Zealand public, and to work on projects that make a difference.

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An overview of Western Bay of Plenty District Council financial sustainability 8

Comparing Western Bay to other councils 25

Future outlook 28

Four levers for improving financial sustainability 30

The context:
When it all hits at once

When it all hits at once

The local-government sector is grappling with its most significant challenges in several decades, driven by widespread policy reforms, escalating costs, and limited revenue streams.

Councils must deal with these pressures as they seek to maintain services, fund infrastructure, and ensure long-term resilience.

In this report, we shine a spotlight on the current state of Western Bay of Plenty District Council's financial sustainability, against the backdrop of broader challenges facing the local government sector.

This analysis will help inform areas of focus as part of a wider financial review.

The local government sector is going through the biggest changes since 1989

The sector is undergoing transformative policy and legislative reforms, marking the most significant shift since the 1989 re-organisation. The Government's policy agenda – Local Water Done Well, Resource Management reform, Going for Housing Growth – will have profound implications for the financial sustainability of the sector by fundamentally altering the roles and responsibilities of central and local government, driving requirements for investment, and increasing financial management discipline.

These changes coincide with a broader government focus on a "back to basics" approach, characterised by fiscal consolidation and an emphasis on rates and spending controls and prudent borrowing. This is forcing local councils to consider new service-delivery models and alternative funding and financing tools.

The sector itself is debating proposals to review current local government arrangements, including the functions and structure of local government, to improve efficiency, effectiveness, and financial sustainability, while preserving democratic local decision making.

Rising costs, infrastructure needs, and government reforms are putting councils under financial strain

This report highlights the mounting financial pressures that councils are facing. Rather than reflecting profligate spending, these pressures are primarily driven by rising input costs, higher asset replacement costs, and infrastructure investment cycles that represent the echo of past investment booms.

Two-thirds of council operating expenditure, and the lion's share of capital expenditure, is spent on delivering network and community infrastructure services – demand for which is being driven by regulatory requirements and by population and housing growth.

Rising costs are driving revenues higher but, overall, increases in rates have not kept pace with costs, resulting in narrowing operating deficits.

Ratings agencies have downgraded council credit ratings

The deterioration in council operating performance has occurred at the same time as capital investment has risen, creating a double-whammy impact on after-capital account balances.

Increasing cash deficits have seen borrowing levels increase rapidly, with credit rating agencies recently downgrading 18 councils' credit ratings and placing the sector on notice that further downgrades are possible if structural imbalances aren't addressed.

When it all hits at once (continued)

Affordability and borrowing limits are rapidly becoming binding constraints

After several years of significant rates increases and higher borrowing, many councils now have limited financial flexibility. The scope to raise rates or increase borrowing further has become very limited, especially given subdued growth in incomes.

Those pressures are especially acute for smaller rural and provincial councils, where elected members report feeling stuck between a rock and a hard place.

Many councils will need to make difficult trade-offs if they are to become more financially sustainable

The next triennium is shaping up to be difficult, but there are steps councils can take to improve financial sustainability.

While structural change may be inevitable in some cases, it is not a panacea for the sector's financial challenges.

Improving financial sustainability means councils will have to improve their investment decision making, select the most appropriate delivery and financing structures, make better use of existing infrastructure, recycle assets, strengthen asset management, and better match funding and financing to asset types.

Central government will need to play its part too, by ensuring local government has a modern, future-focussed institutional framework, including funding and financing tools that are appropriate for the challenges facing the sector.



Financial sustainability: what does it mean?

How to think about financial sustainability

A common framework can help you to assess your council's current state and future outlook for financial sustainability

The framework can be applied to the sector as a whole (as in a previous MartinJenkins report, Local government financial sustainability – A helicopter review of the sector), to groups of similar councils, or to an individual council (as in this report). This framework is also the same as that used to support the Western Bay of Plenty District Council decisions around water services.

As the framework shows, financial sustainability requires balancing a range of interdependent considerations, with improvements requiring concerted effort over time.

Revenue sufficiency

Does the council have sufficient revenue to meet its costs?

- Operating surplus (deficit)
- Sustainable revenue mix
- Depreciation funding



Investment sufficiency

Is the projected level of investment sufficient to maintain service levels and provide for growth?

- Asset sustainability
- Capital delivery
- Renewals backlog



Financing sufficiency

Can the council raise the borrowing required to finance investment while remaining within prudent limits?

- Net debt to revenue ratio
- Balance after capital account
- Credit ratings



Resource sufficiency

Does the council have the resources, capability and capacity to deliver services to the community?

- Operational capability
- Asset management maturity
- Competition for resources



Affordability

Is the projected increase in rates and other revenue affordable for the community?

- Real rates per household
- Rates as a % of median household income



Financial sustainability: An overview

What you are about to read...





In this section, financial information is brought together with other datasets to provide an overview of the financial sustainability of Western Bay of Plenty District Council, including historic trends and future outlook.

The analysis explores:

- input cost pressures
- trends in operating costs
- the changing mix of expenditure by council activity
- capital expenditure
- trends in rates and non-rates revenue relative to operating costs
- operating performance
- changes in borrowing
- credit quality, and
- rates affordability.

This report is intended to provide a high level overview of how the Council's financial position has evolved over time and its future outlook. It highlights some areas where further work could be undertaken to more fully explore options for improving financial sustainability over time.

Input cost pressures

Input costs have increased by more than general inflation

Historically, drivers of operating costs in the local government sector increased more slowly than consumer price inflation, reflecting the greater bargaining power that local councils have compared to households. In the last 15 years, however, that historical trend has not held true.

From 1996 to 2006, local government input costs, as measured by the Berl Local Government Cost Adjustor, and general consumer prices tracked together, but from the mid-2000s they began to diverge.[1]

In the last 15 years, the sector has experienced input cost pressures that have outstripped general inflation. Operating and capital costs increased by an average rate of 2.6% and 2.7% per year respectively, while consumer prices increased by 2.5% per year.

Cost pressures are especially acute in infrastructure services

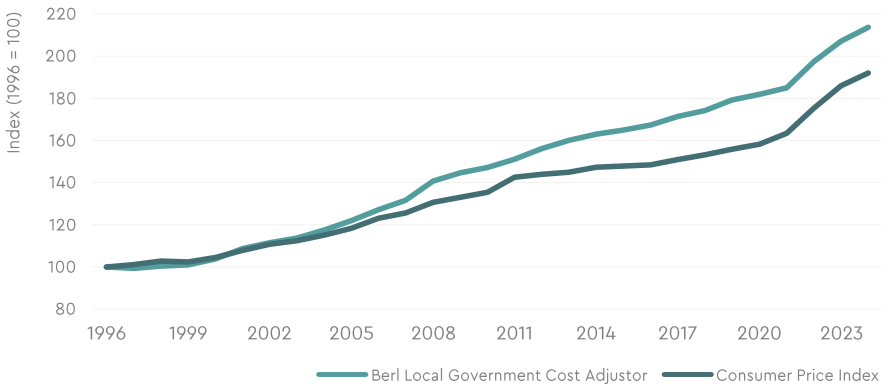
The costs of infrastructure services (especially water infrastructure) rose rapidly from 2021 to 2023. Those increases not only compounded the costs of building new infrastructure but translate into significantly higher asset valuations and future replacement costs.

In total, these higher costs have added billions of dollars to future operating and capital costs across the country, and that's just to maintain existing asset condition and levels of service. These cost increases also add to the cost of building new infrastructure to provide for population and housing growth.

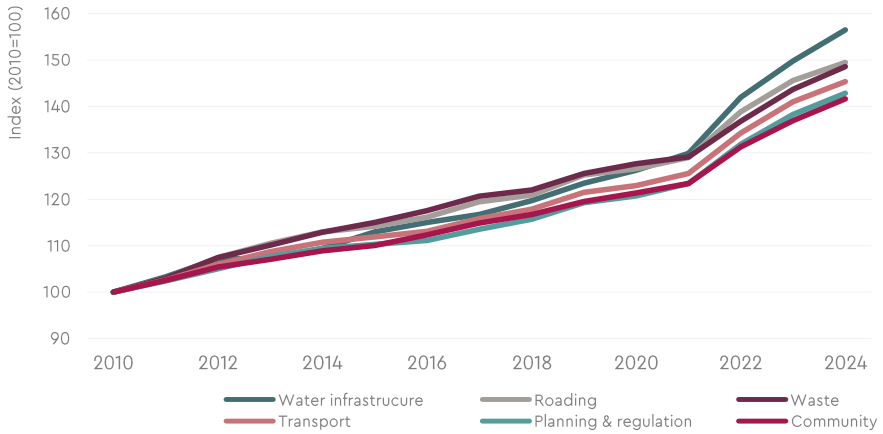
Like households, local councils are largely price takers when it comes to these costs, with broader economic trends driving the availability of labour, materials, and machinery, and factors such as aging infrastructure and government regulation driving the demand for investment.

Resource shortages and structural rigidities mean that, despite weakening inflationary pressures, the cost pressures facing local government are likely to persist for some time, especially for infrastructure.

Local government input prices and consumer price inflation



Local government price index by activity group



1. The LGCA is a composite index compiled by Berl that measures the changes in the prices of a basket of goods and services that are bought by local governments in New Zealand.

Rising operating costs

Operating costs are rising at an accelerated rate

A combination of rising input costs and expansion of regulatory activities (including unfunded mandates) and services has resulted in operating costs for the sector rising over time. Over the 10 years to 2024, total operating costs for the local government sector increased by 109%. This followed increases in operating costs of 96% over the previous decade and 56% in the 10 years to 2004.

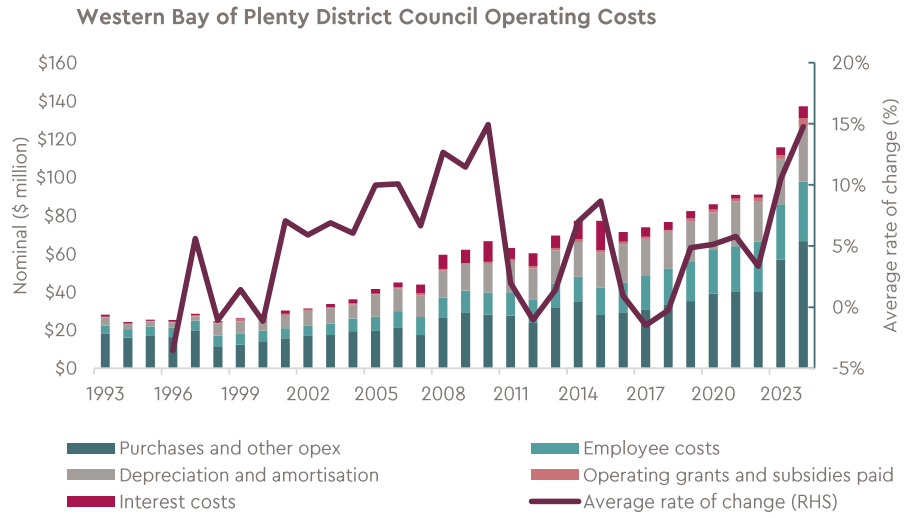
PERIOD	% GROWTH IN LOCAL GOVT SECTOR OPEX	% GROWTH IN WBOP OPEX
1995 – 2004	56%	42%
2005 – 2014	96%	114%
2015 – 2024	109%	78%

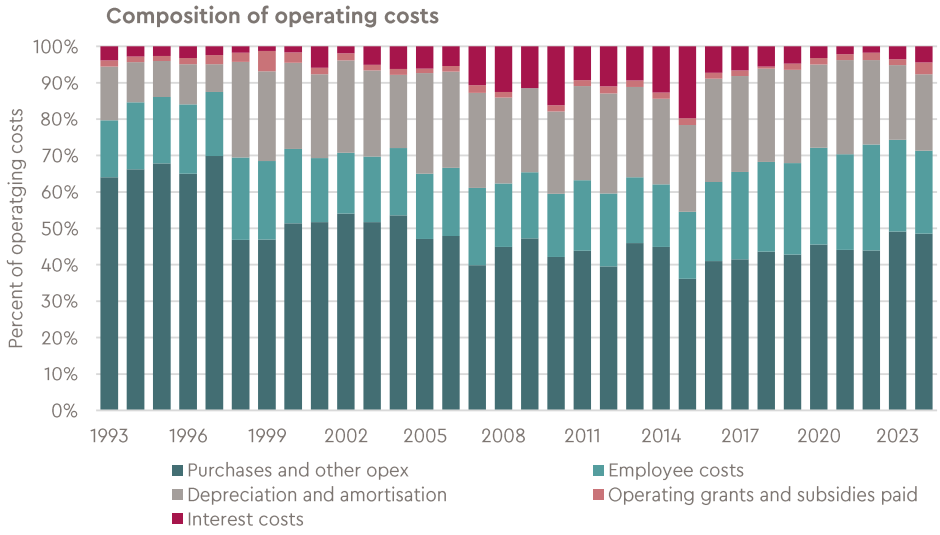
For the Western Bay of Plenty District, real operating costs per capita have increased by 58% over the last 30 years, increasing from $1,426 in 1994 to $2,255 in 2024. These increases exclude valuation changes and other non-operating expenditure. While significant, this a much lower rate of increase than the local government sector as a whole, which has seen real operating costs more than double over the same period.

FY23 and FY24 saw significantly elevated "purchases and other operating expenditure", 55% higher than the two years prior, arising from factors such as inflationary cost pressures and the uptake of Software-as-a-Service, with no offsetting savings from lower depreciation yet. This will be explored further in subsequent analysis.

The mix of operating costs has changed over time

There have been modest changes in the composition of operating costs over time. Purchases and other operating expenditure is the largest expenditure category, averaging 44% over the last ten years. Depreciation expense has decreased to 21% of total opex in FY23 and FY24 after reaching a high of 28% in FY16. Employee costs averaged 24% of total costs over the last 10 years, while interest costs and operating grants represented a small and slightly decreasing share of costs over time.

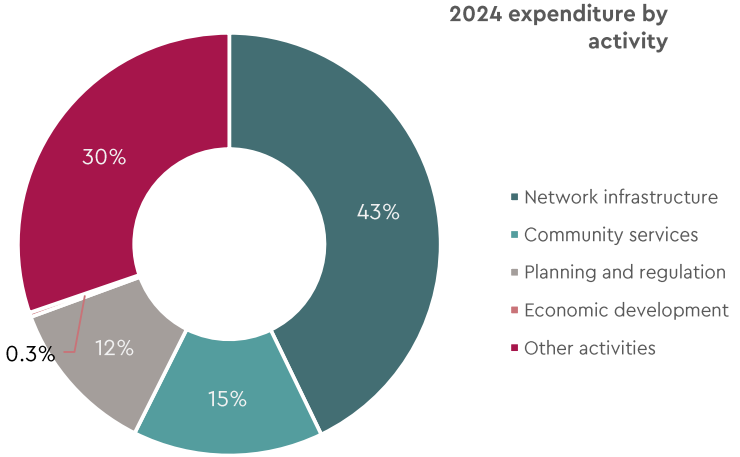




Expenditure by activity

Over the last 30 years, around 60% of operating expenditure has been spent on network and community infrastructure and services.

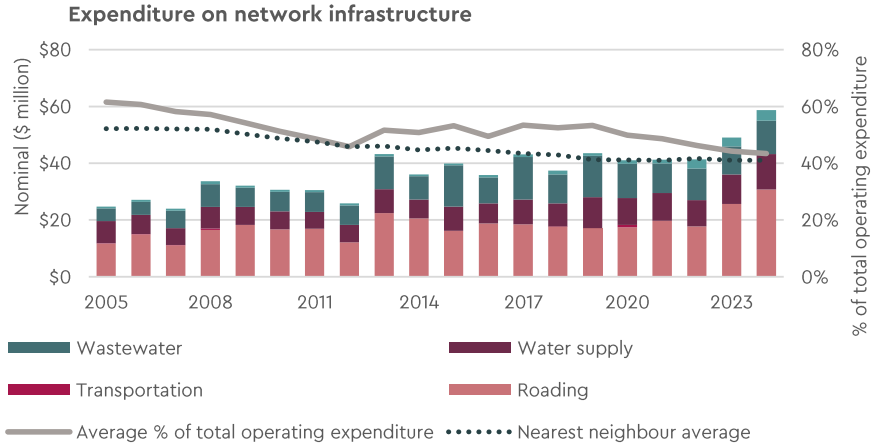
In FY24, about 60% of operating expenses related to the delivery of network infrastructure (for example, roading, water infrastructure, and waste management) and community amenities (for example, parks and reserves, libraries, pools, and sports grounds).

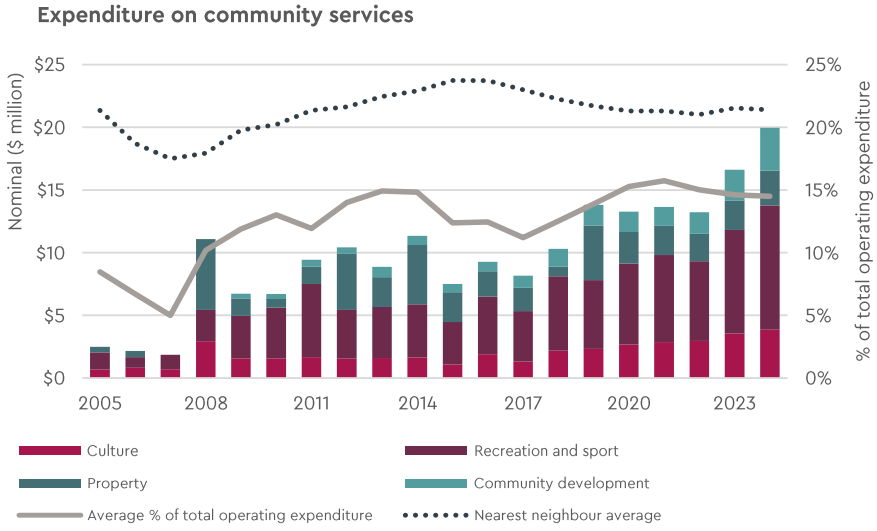


The mix of spending on these services has been declining

The share of expenditure on these core services has declined from 66% in FY15 to 57% in FY24. This has occurred due to relatively less spend on network infrastructure, while spend on community services has seen a slight relative increase on community services over the same period. This trend will be further explored in subsequent analysis.

FY23 and FY24 saw increases in spending on infrastructure and community services driven by wastewater capital works, pensioning housing and flood bank protection work in Waihī Beach.





Expenditure by activity (continued)

Spending on planning and regulatory services has been increasing as a share of expenditure over the last decade

Western Bay of Plenty has increased the relative share of its expenditure on planning and regulatory services over the last 10 years. This is at least partly due to the growing central government demands on councils and the addition of unfunded mandates.

This expenditure category covers spending on all planning and regulatory functions, including district and regional planning, bylaws, building and resource consenting, animal control, environmental protection, and emergency management.

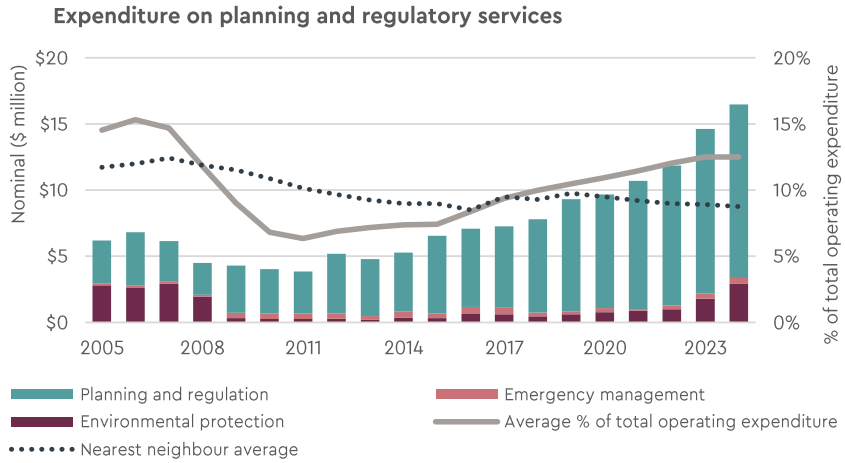
Altogether, spending on these functions account for around 12% of total operating expenditure, more than the nearest neighbour average. This will be further explored in financial analysis commissioned including to test value for money.

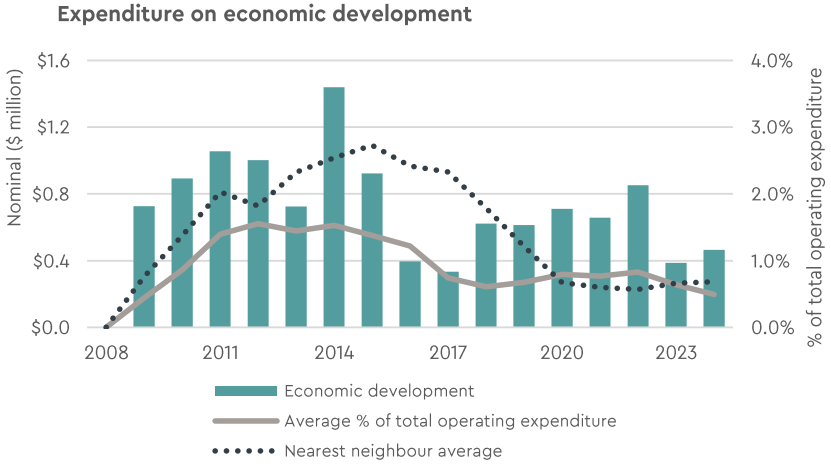
Spending on economic development has been between 0.5% and 1% in recent years

Expenditure on economic development services includes all business and tourism promotion activities, including funding for local economic development agencies.

Relative spending on these activities has decreased over time, especially in the most recent two years. From a high of 1.5% in 2012-2014, it has declined to 0.5% in 2024.

Western Bay's nearest neighbours spend about 0.7% of total operating costs on these activities. Western Bay District's share of spending on these activities in 2024 was about two thirds of this average.





Capital expenditure

Prior capital investment in assets has allowed for a smaller capital programme to occur recently

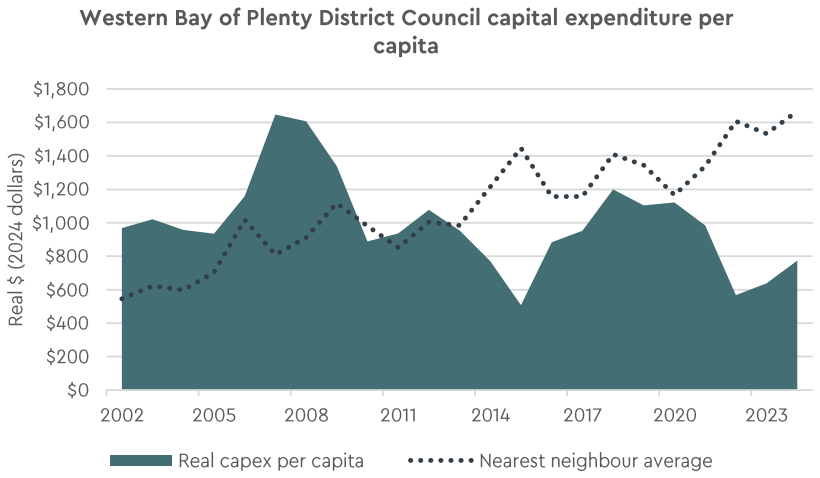
Western Bay District has decreased the capital investment on a per capita basis in recent years. Over the 22 year period, real capex averaged $999 per capita, but with significant variation over time, as shown in the table below. Since 2008 spend per capita has been declining significantly, and is now well below the 22 year average.

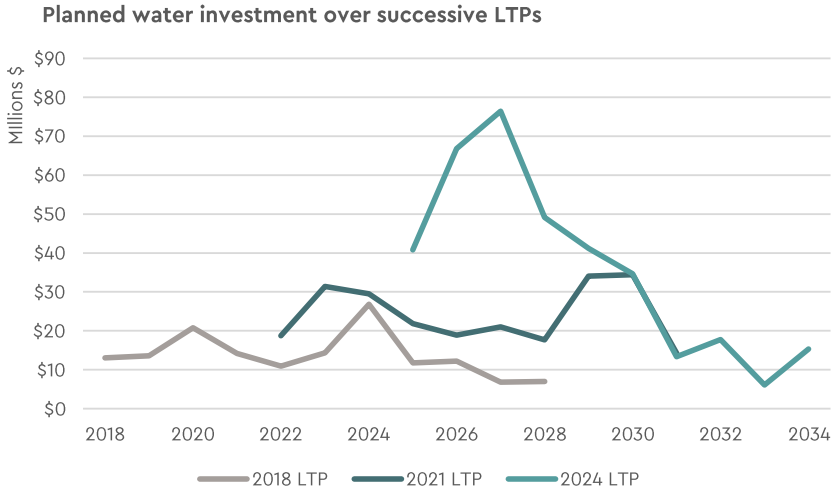
As detailed later in the report, the LTP forecasts a significant increase in the capital programme in the next few years.

PERIOD	Average real capex per capita
2002 – 2005	$991
2006 – 2008	$1,606
2009 – 2019	$956
2020 – 2024	$785

This decreased trend is a point of difference to the wider local government sector, who have been increasing capital expenditure in recent years. The broader local government sector has seen capex increase at 4.4% per year above the rate of inflation, a cumulative increase of around 180% in real terms[2], while WBOP has increased by a lesser 140%.

An illustration of this is the significant increases seen in planned water investment by the Western Bay of Plenty District over recent long-term plan cycles. This reflects a broader sector response to successive government's water reforms, as well reflecting growing awareness of the water infrastructure deficit.





Rates revenue

Rates revenue per capita has increased faster than consumer price inflation but slower than local government rates generally …

Rates revenue per capita has increased faster than the rate of inflation to keep pace with growing operating costs. For the Western Bay District, growth in rates revenue per capita has been less than the growth in rates for the sector as a whole, following a stabilisation in 2019. As of 2021, increases have matched the growth in central government tax receipts.

When accumulated over 30 years from 1993, rates revenue per capita increased by around 340% in Western Bay.

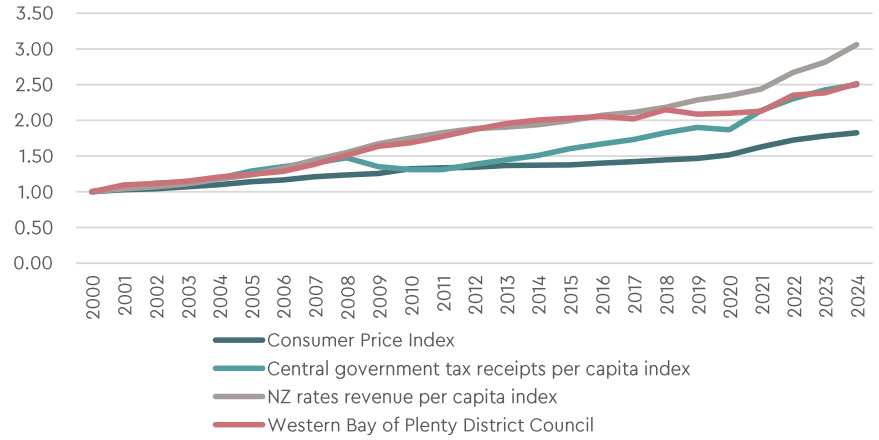
… and has generally increased over time as a share of operating revenues despite variability in recent years

Rates revenue as a share of total operating income increased between 1993 and 2013, from under 40% to around 80%, where it has remained relatively constant, notwithstanding the inflows of government grants and subsidies in 2020, 2021 and 2024. .

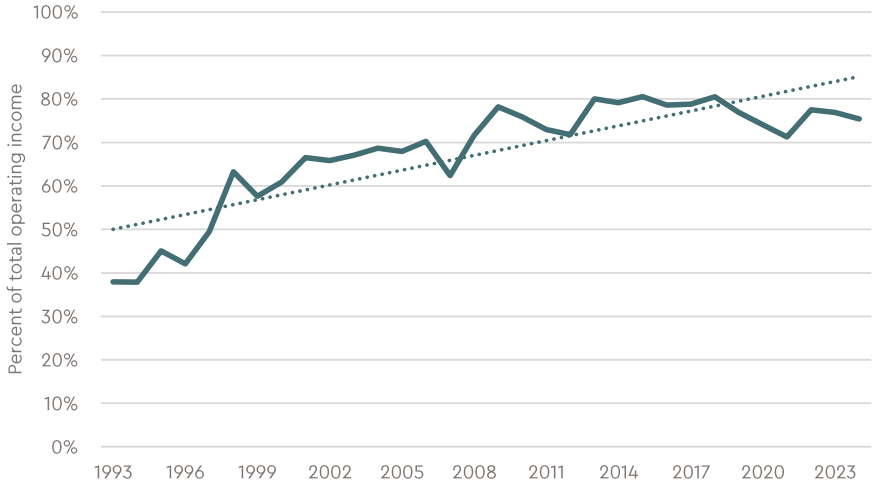
Rates revenue represents a stable and reliable form of revenue and helps to underpin councils' borrowing capacity and financial sustainability. However, rapid increases in rates have put pressure on affordability, meaning it will not be sustainable to continue to increase rates at faster than the rate of consumer price and wage inflation.

As we show later in this report, notwithstanding the increase in rates revenue as a share of operating income, **Western Bay's rates share of income is relatively high by comparison with councils with similar population, land area and household incomes** (see slide 27). This will be further explored in financial analysis commissioned.

Rates per capita vs CPI and tax receipts



Rates revenue as a share of operating income



Rates per dwelling are flat

Real rates per dwelling have remained stable over the last ten years ...

Across the country, the combination of increasing operating costs and increasing investment is placing significant pressure on councils to raise revenues. This is exacerbating cost-of-living pressures in communities and putting the affordability of services under the spotlight.

However, in the Western Bay District, real rates per household have remained steady over the past 10 years, after increasing by about 30% over the 10 years from 2005 to 2014.

... with rates decreasing relative to incomes

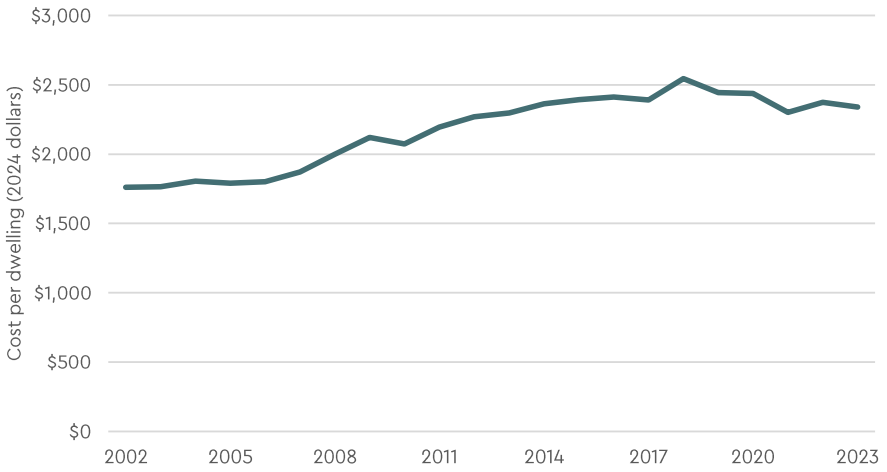
Increases in rates have coincided with a period of income growth, resulting in rates decreasing as a share of household disposable incomes.

For the sector as a whole, affordability has been decreasing and is expected to continue in the near term, even as cost pressures moderate, because of increasing investment and forecast increases in water charges.

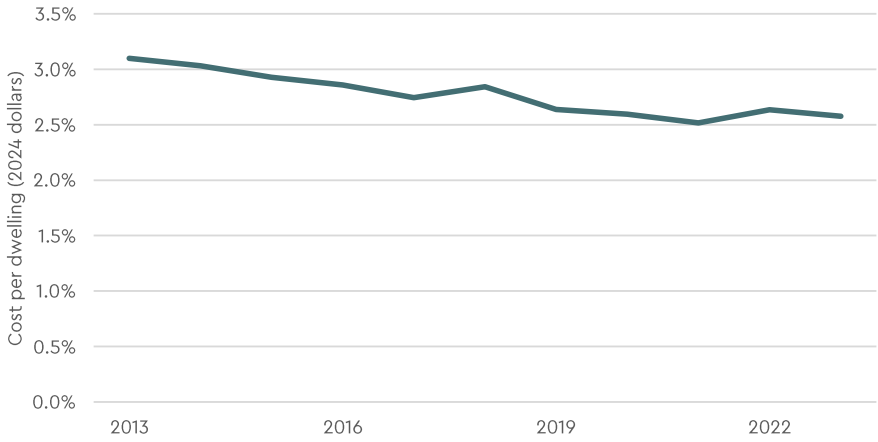
Proposals to cap rates have an understandable popular appeal in the current environment. However, without options for controlling large parts of councils' cost base – much of which is driven by the need for greater investment in network infrastructure – capping rates could further worsen deficits, requiring councils to increase borrowing further.

Balancing the need to maintain critical services and invest in infrastructure with the need to keep rates affordable will be an increasingly difficult challenge and require tough trade-offs. If councils are to continue to be financially sustainable their decision making over the next triennium will need to be financially savvy.

Real rates per dwelling (GST incl)



Residential rates (GST incl) per dwelling as % of Median household income



Non-rates revenue

The mix of non-rates operating revenue has changed over time and is less reliable than rates revenue

The share of income from sales and other operating income has reduced significantly from 45% in 1993 to around 10% in 2024. Grants and subsidies regularly contributed more than 10% of council income over the 1994-2012 period, but ceased between 2013 and 2016. They have averaged 3% over the 2018-2024 period. This is consistent with history, that shows this is not a reliable form of income and fluctuates across different governments.

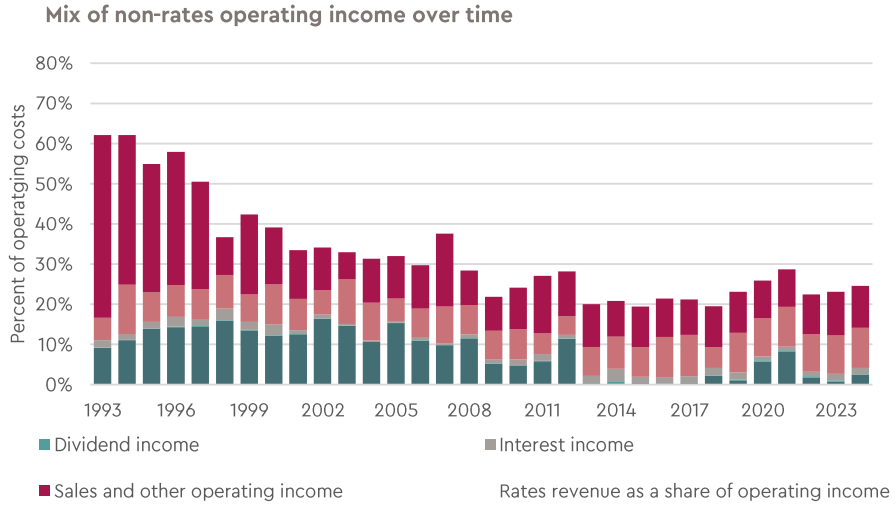
There has been an immaterial amount of income received from dividends and interest and, when taken together, averaged less than 1% of total income. Regulatory income has been steady but makes a small contribution to total income, averaging 9% per annum.

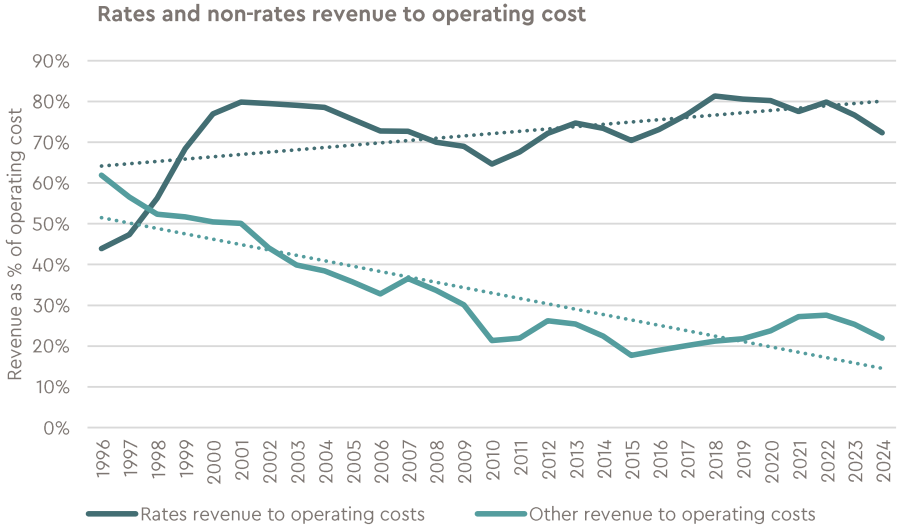
Rates revenue kept pace with rising operating costs, however non-rates revenues has reduced in importance over time

Rates revenue as a share of total operating cost increased over the period 1996 to 2022, partially offsetting the reduction in non-rates revenue.

The decline in non-rates revenue that was occurring from 1996 has reversed, increasing from 2015 to 2022.

Overall, total revenue has not kept pace with the increase in total costs, resulting in a decline in operating performance as shown overleaf. This will be further explored in financial analysis that has been commissioned.





Operating balances

Council's operating balance has deteriorated over time, with accounting surpluses becoming smaller and deficits more pronounced

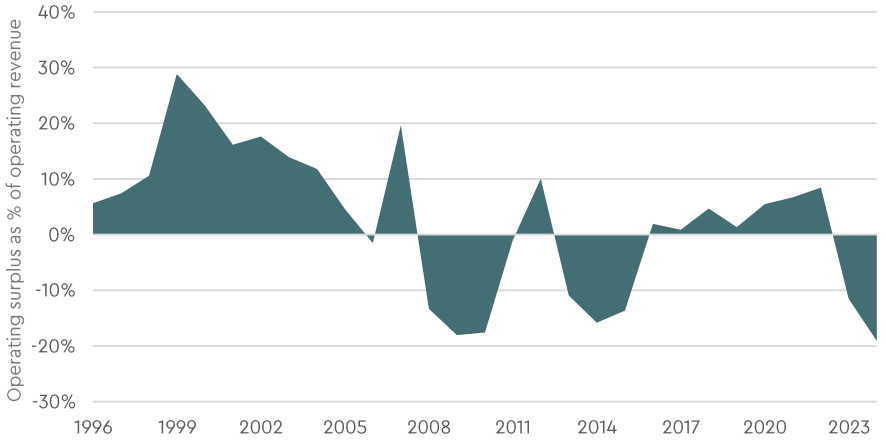
A consequence of operating costs rising faster than revenues is a deterioration in the Council's operating balance. As shown in the top chart, Western Bay District has gone from running operating surpluses to periods of significant operating deficits.

The pattern for Western Bay District broadly matches the local government sector's generally declining balances, with the Western Bay's larger deficits in 2008-2012 due to a concerted effort to stimulate the district. Western Bay District did buck the trend and return small surpluses between 2016 and 2021, reflecting a focus on strong financial stewardship through this period. The trend for the sector as a whole can be seen in the bottom chart.

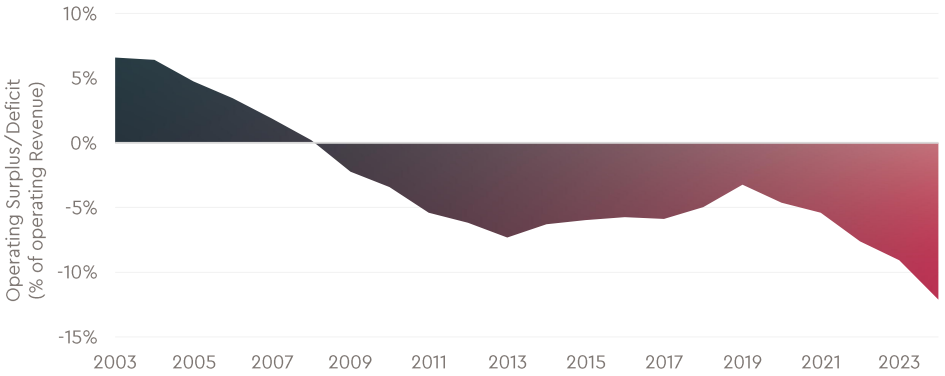
Operating deficits indicate that operating revenues are not sufficient to meet all of councils operating costs after interest costs and depreciation expense are accounted for.

From an intergenerational perspective, operating deficits benefit today's ratepayers at the expense of future generations, since current period revenues are not fully covering the costs of providing services and maintaining assets.

Western Bay District's operating balance has been volatile



Local Government sector's operating balance has worsened over time



Operating balances (continued)

Cash operating surpluses have also generally declined

While accounting deficits are an important financial indicator, the cash operating balance is also important. This measures the extent to which revenues are sufficient to meet the immediate cash costs of operating councils, including interest payments on debt.

The local government sector ran healthy cash surpluses in the early 2000s, but these have trended down over time, except for 2012 - 2018, when surpluses increased (see bottom chart).

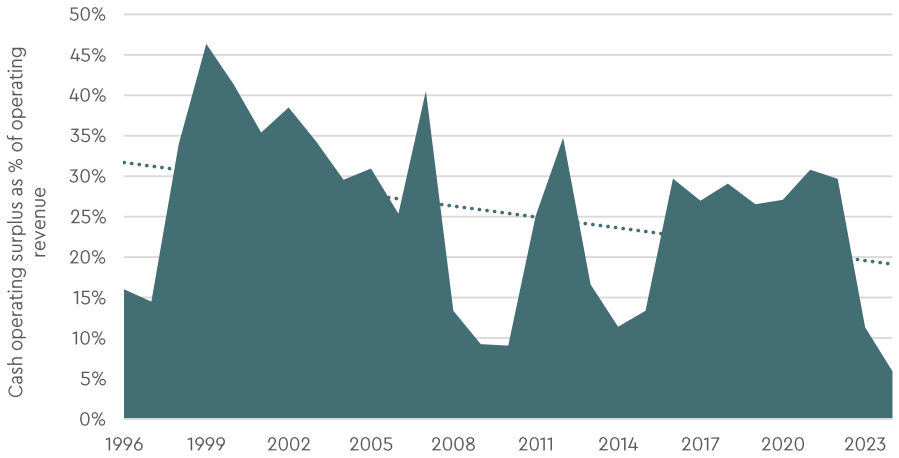
The top chart shows that this broader pattern has been mirrored by Western Bay District, with healthy cash operating surpluses reaching 45% in the late 1990s. A declining cash surplus has been the trend since then, with the 2024 result the lowest yet, at 6% of total operating revenues.

For the sector as a whole, cash operating balances deteriorated significantly between 2018 and 2024, with cash surpluses declining by 10 percentage points, from 17% of operating revenue to only 8%.

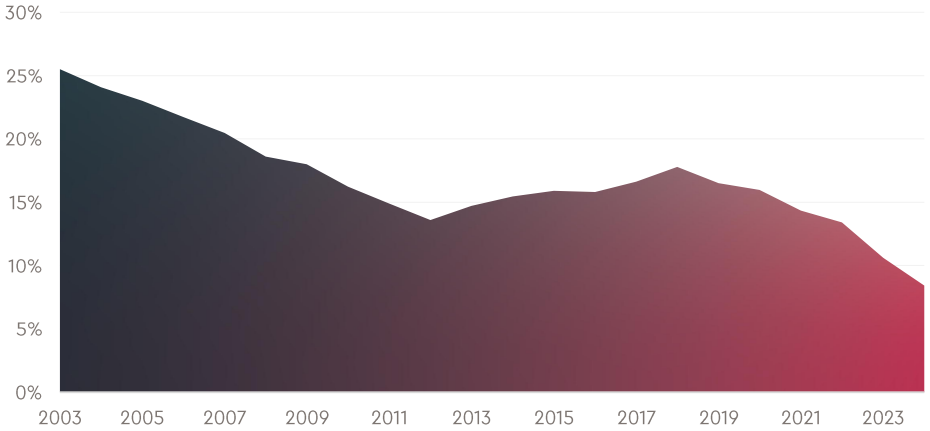
This trend prompted Standard and Poor's (S&P) to comment:

> *"Central and local government appears to be unwilling to address the growing imbalance between revenue growth and rising expenditure for the local government sector"*[3]

Western Bay District cash operating surplus



Local government sector operating surpluses have also been shrinking



3. Standard & Poor's, 'Institutional Framework Assessment: New Zealand Councils' Extremely Predictable And Supportive Institutional Settings Are At Risk', 18 February 2024.

Cashflows under pressure

Operating and after-capital account balances are deteriorating, driving debt ratios higher

Deteriorating operating balances are occurring at the same time as councils are increasing their rates of investment, creating a double-whammy impact on after-capital account balances.

For Western Bay of Plenty District, this pattern has been reflected in 2023 and 2024, with declining cash operating surpluses resulting in the after-capital account, becoming negative. WBOP had run after-capital account surpluses between 2013 and 2022, explaining the decreases in net debt.

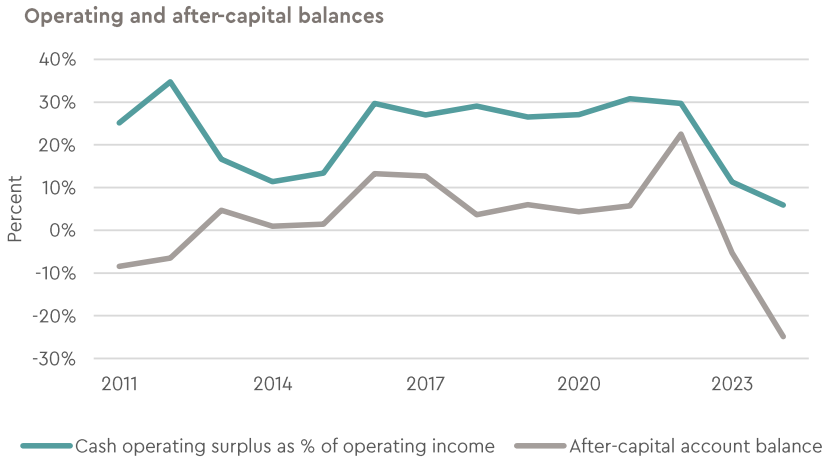
Rating agencies have flagged concerns with the size of the some councils' deficits

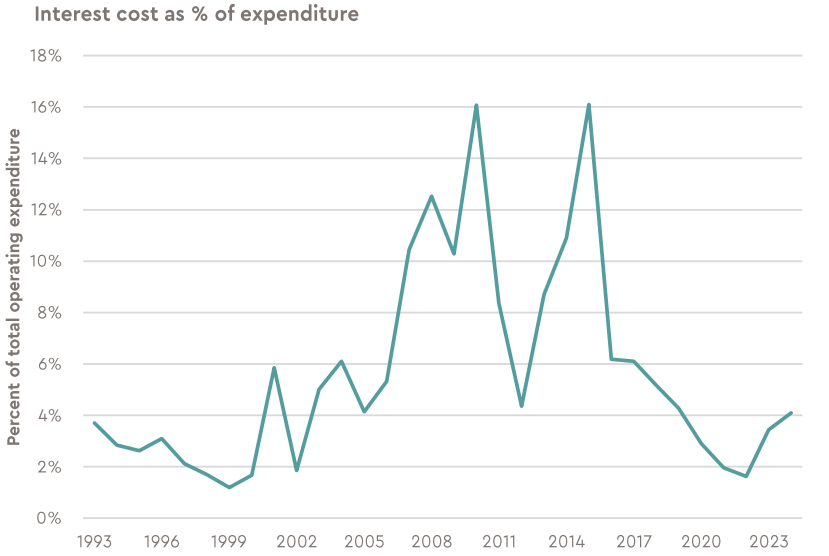
After-capital account deficits are an area of concern for credit rating agencies and one of the reasons credit ratings have come under pressure across the local government sector recently.

In its most recent outlook for the sector, Standard & Poor's forecast after-capital account deficits of about 20% of total revenues, on average, across the sector each year for the next three years.

Interest costs have been volatile in recent years and now comprise a more healthy proportion of total expenditure

The reduction in borrowing since the highs in 2012-2014 has translated into reduced net interest costs, as seen in the bottom graph. At 4%, this now represents a healthier share of total expenditure when compared to the double peaks of 16% in 2010 and 2015 (**with peaks caused by unrealised interest rate hedging movements**). Despite interest rates moderating over the last 12 months, the outlook for debt means the sector is likely to see further increases in interest costs as a share of revenues.





Stabilised debt burden

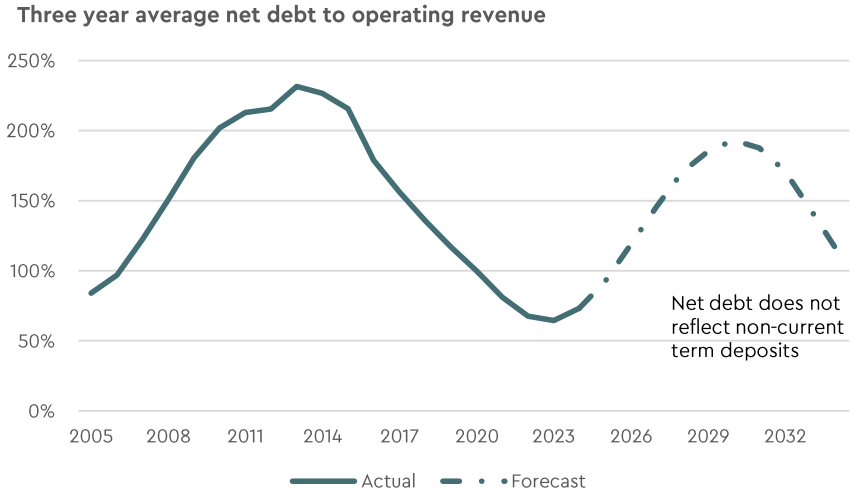
Borrowing increased significantly between 2005 and 2013, but the debt balance has declined by about $60 million since then

For the sector as a whole, the cumulative effect of after-capital account deficits has resulted in a significant increase in debt-to-revenue ratios, a key measure of the local government sector's overall indebtedness and the key measure used by the LGFA when setting borrowing limits for individual councils.

For Western Bay, borrowing increased significantly between 2005 and 2013. Net debt is now $60 million less than the peak in 2013, with about $95 million being repaid by 2022, offset by $35 million of new debt in 2023 and 2024.

Through prudent financial policy of maintaining cash operating surpluses, Western Bay District has reduced the net debt to revenue in recent years, well within the LGFA borrowing covenants.

As noted later in this report, the Council is projecting significant capital expenditure over the next few years, which is currently proposed to be funded with debt and then quickly paid down with rates revenue, raising affordability issues. Forecast debt levels remain well within LGFA covenants.



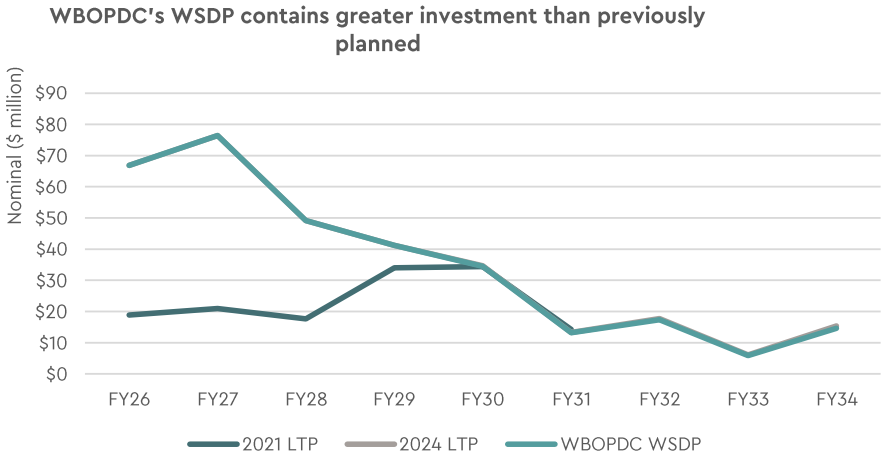
Water reform will add to sector's debt burden

Financial sustainability requirements and economic regulation are expected to drive investment levels higher

The Government's Local Water Done Well policy requires councils to demonstrate how they will deliver financially sustainable water services by 30 June 2028. This includes ensuring that investment plans are sufficient to meet regulatory requirements, maintain asset condition, and provide for housing growth.

The new Wastewater and National Engineering Design Standards are expected to lower construction costs for certain capital works, but the net effect of the reforms is expected to increase rates of investment because of past underinvestment in maintaining and renewing ageing infrastructure over many decades.

Growing awareness of the need to invest more in water infrastructure can be seen in the significant increases in planned investment over recent LTP cycles. In the top chart we compare planned water investment in Part B Western Bay District's Water Services Delivery Plans (WSDP) with the investment planned in the previous 2021 LTP, illustrating the significant planned increase, especially in FY26 to FY28. The 2024 LTP and the WSDP match, so the 2024 LTP line is not visible on the graph.

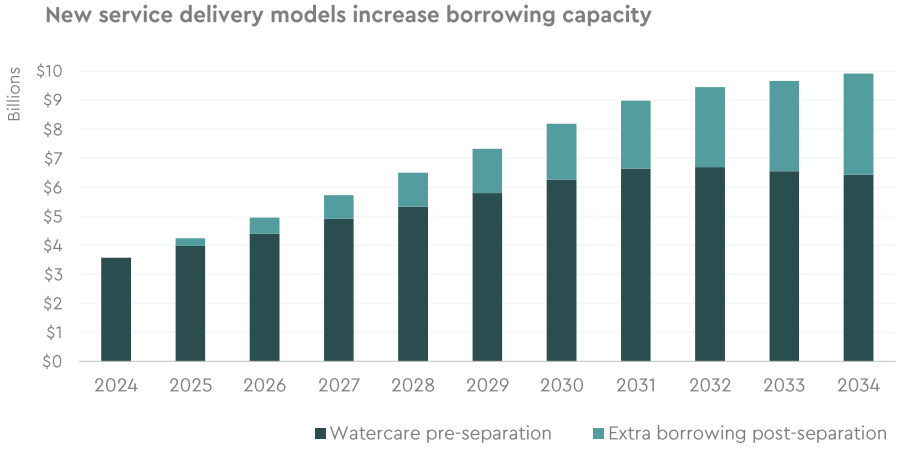


New water service delivery models have been designed to enable greater borrowing, adding to the sector's debt burden

Local Water Done Well is designed to enable greater borrowing by enabling councils to create new water services CCOs that can access borrowing through the LGFA at higher levels of gearing than councils can access directly. This amplifies the impact of increasing investment, as the new delivery models enable a higher proportion of investment to be funded by borrowing rather than current period revenues.

Watercare illustrates this point. Before its financial separation from Auckland Council, Watercare's borrowing was constrained by the Council's overall debt limits. After separation, Watercare is projecting to increase borrowing by around $3.5 billion relative to its pre-separation projections.

While borrowing by new water organisations sits off council balance sheets, to enable water organisations to access finance from LGFA, shareholding councils will need to underwrite this debt.



Declining credit quality

Large deficits and growing debt-to-revenue ratios is reflected in declining credit quality …

The sector's widening after-capital deficits and increasing debt-to-revenue ratios have resulted in declining credit quality. In February 2025, S&P lowered its Institutional Framework assessment for New Zealand councils due to its concerns with rising debt. In doing so, S&P commented:

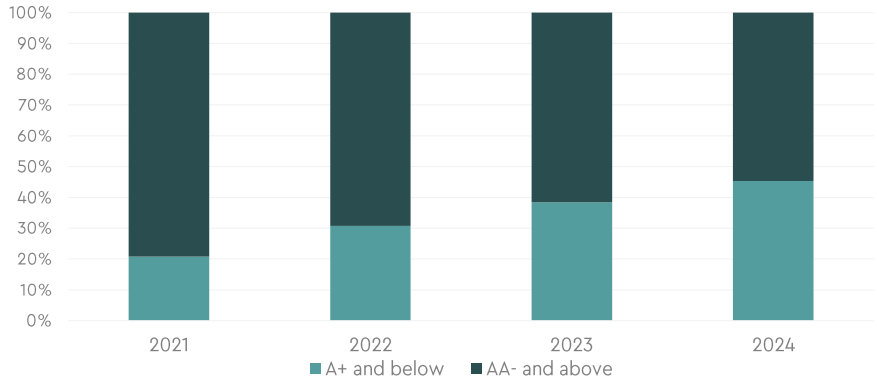
- New Zealand's local government sector is heavily indebted due to councils' consistently increasing in capital investments
- The sector's revenue and expenditure balance is weaker than previously expected
- To accommodate the growth in debt, councils and LGFA lifted self-imposed borrowing limits
- Policy uncertainty means it is less clear how the sector will address its widening structural finance imbalance.

In March 2025, S&P lowered its long-term ratings on 18 councils by one notch in response to its lowered Institutional Framework assessment. Importantly, S&P noted that "a weakening trend in institutional settings doesn't signal missteps by councils; it means credit risk is rising from low levels". However, it did observe that "many councils prefer to accumulate debt to fund most of their infrastructure rather than fund it via cash flows, and they have limited ability to raise revenue outside of property rates".

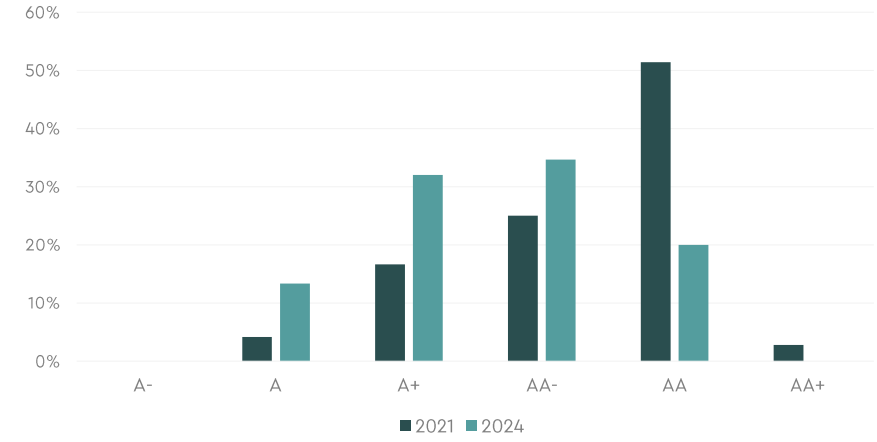
… with more councils now assessed as having relatively lower ratings

While growing debt is particularly pronounced for high-growth councils, the deterioration in credit quality is widespread, as illustrated by movements in LGFA's internal ratings. In 2021, 20% of councils had a rating of A+ or below, but by 2024 nearly half of all councils fell into that category. Although A and A+ are still very strong ratings, this represents a rapid deterioration in credit quality in a few short years. This is relevant to Western Bay of Plenty because the sector's risk profile and credit quality influences LGFA's on-lending costs. As at 31 August 2025, Western Bay District had $205.8 million in borrowing outstanding with LGFA.

Increased debt to revenue is reflected in declining credit quality



LGFA internal ratings illustrate the deterioration in credit quality



Is New Zealand out of step?

The after-capital account deficits run by New Zealand's local government sector are similar to those run by Australian states and Canadian provinces, which indicates that our councils' infrastructure responsibilities mirror theirs.[4]

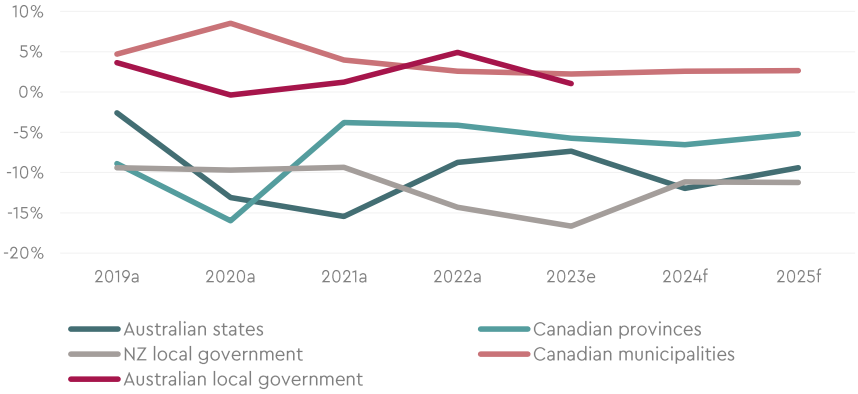
However, NZ councils' deficits are much larger than those of local governments in those countries. This translates into a higher level of indebtedness for New Zealand councils compared to their international counterparts.

Our local government sector also receives a lower proportion of revenue from central government transfers. S&P recently observed that "the Crown has steadily withdrawn financial assistance to local authorities while increasing the sector's responsibilities".

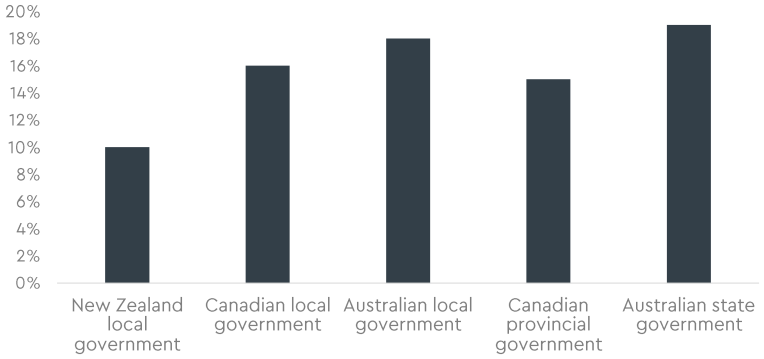
This contrasts with, for example, Australian states, where GST contributes about 20% of state revenues.

Relative to other jurisdictions, New Zealand councils have more limited taxation powers and are more reliant on revenue from property rates.

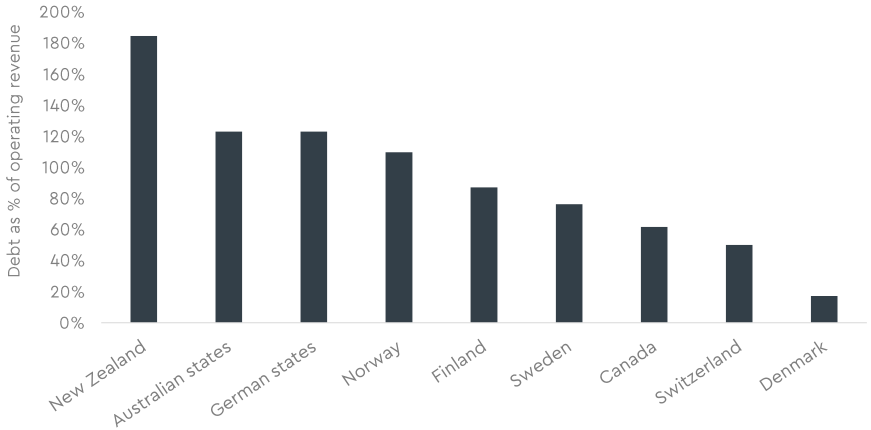
NZ councils run similar deficits to Aussie states & Canadian provinces



New Zealand councils receives a lower proportion of revenue from central government transfers



NZ council debt is higher than international counterparts



4. Differences in the scope of functions performed by different levels of government in NZ and Australia mean this comparison is imperfect.

Comparing Western Bay to other councils

Comparison to similar councils

Benchmarking can offer insight into how Western Bay compares to other councils

While every council is unique, it can be helpful to understand how Western Bay compares financially alongside other councils.

MartinJenkins undertook a 'nearest neighbour' analysis, to explain variations in councils' total operating costs in terms of factors such as population, population density and median household income. Together, these three factors explain 99% of the variation in total operating costs across councils.

Using this approach, the five councils that are most similar to Western Bay District are Kapiti Coast, Waimakariri, and Tasman districts, as well as the cities of Napier and Invercargill.

Western Bay has a similar operating spending profile to comparator councils

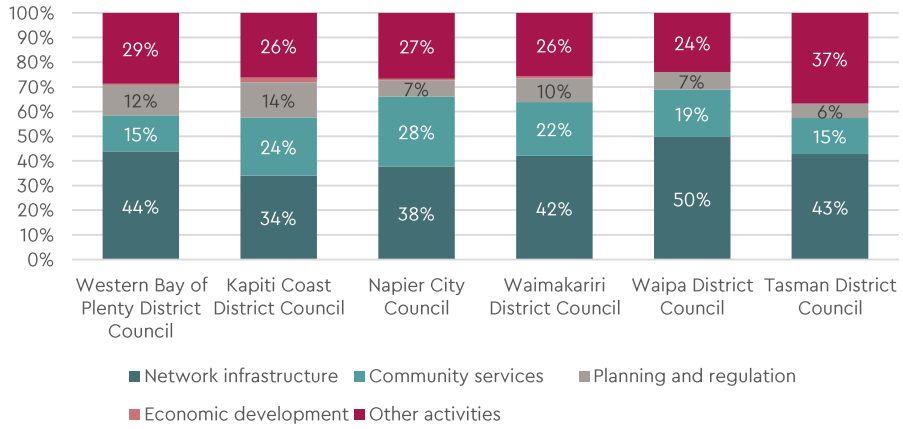
As shown in the top chart, Western Bay's expenditure profile is similar to comparator councils. While there is some difference in the share of expenditure on network infrastructure and community services, overall the total amount spent on these activities is very similar. With some notable differences, the five councils also spend similar shares on planning, regulation and economic activities.

Wider variation can be seen in capital expenditure, reflecting differences in the composition, age and condition of assets

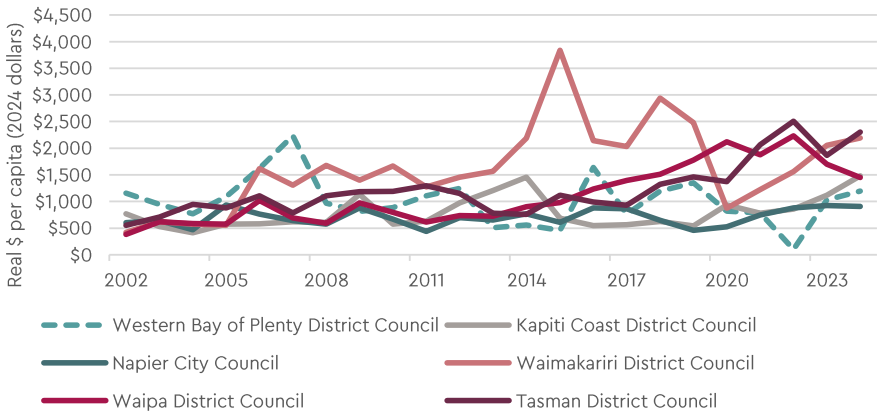
As shown in the bottom chart, there is greater variation in capital expenditure across the comparator councils. This is to be expected given differences in the composition, age and condition of assets.

Capital expenditure is inherently lumpy, with periods of high capex associated with new asset construction and large-scale asset replacement with lower levels of expenditure required in intervening years. Over the last ten years, Western Bay District's average real capex per capita was $933, which is slightly lower than the average of $1,177 across the five comparator councils.

Average 2021 - 2024 expenditure by activity group



Average real capital expenditure per capita



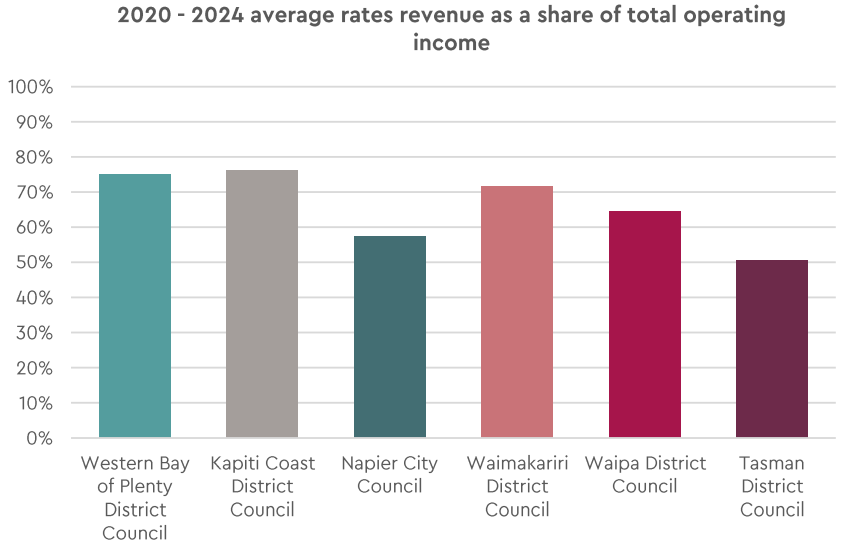
Comparison to similar councils (continued)

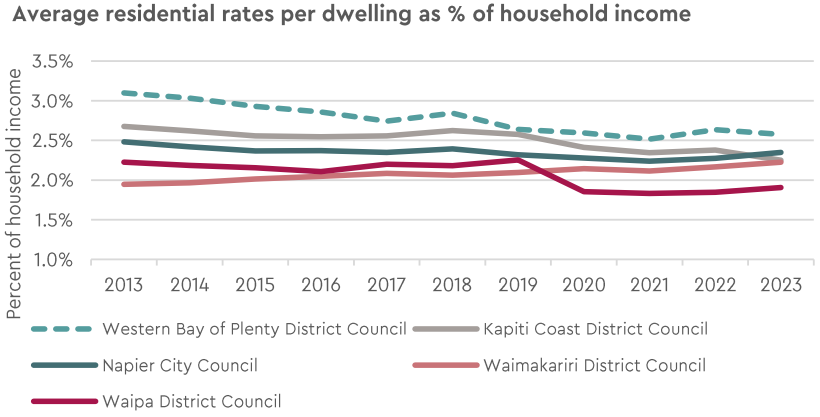
There is significant variation across the comparator councils in the share of total income contributed by rates revenue

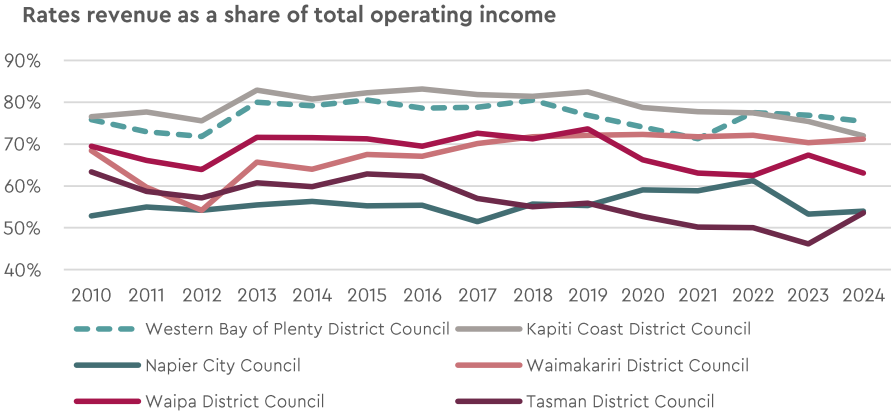
The top chart illustrates the variation across councils in rates revenue as a share of total income. Western Bay, Kāpiti Coast, and Waimakariri districts generate a higher share of total revenues from rates than Napier, Waipa, and Tasman Councils. While this results in an increased burden on ratepayers, it also means Western Bay has greater reliance on a less volatile and easier to predict revenue source.

Councils have tended to decrease their reliance on rates revenue over time.

The trade-offs between different revenue sources is something for Western Bay to explore as part of future work on its financial strategy, noting that Western Bay's rates per dwelling, expressed as a % of household income, are above average for the comparator group.







Future outlook

Future outlook

In contrast with recent trends, the Council's 2024 LTP indicates real operating costs are expected to end at a similar level come the end of the decade

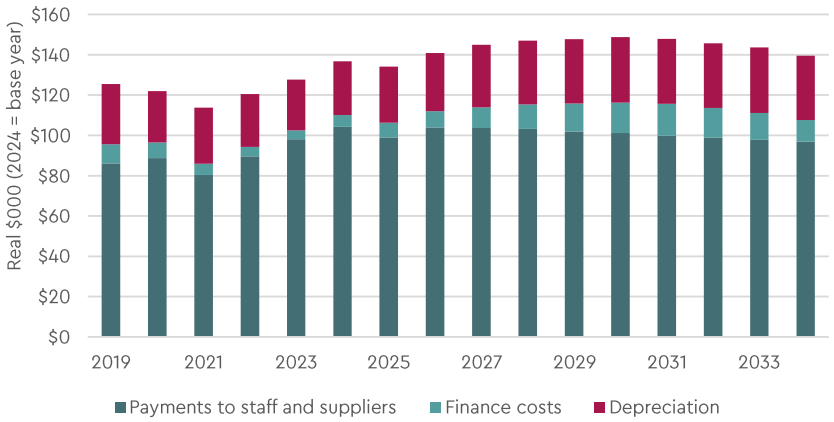
The 2024-34 LTP projects that real operating costs will remain relatively constant on a population adjusted basis, after first increasing until 2030. This contrasts with many councils' LTPs, which show continued increased cost pressures due, among other things, to rising depreciation costs resulting form higher asset replacement costs and significant future investment requirements. Many councils also face rising interest costs due to higher forecast borrowing.

Western Bay District's LTP shows significantly elevated capital investment for the next few years, which would be expected to flow through into higher depreciation expense. The LTP projects depreciation will increase in nominal terms but is expected to remain constant when adjusted for population as a share of total cost. This contrasts with recent experience, where capital goods inflation has run ahead of consumer prices due to ongoing supply side constraints. We expect these price pressures will continue due to strong infrastructure investment demand and constrained supply side capacity. This presents a risk to the LTP projections.

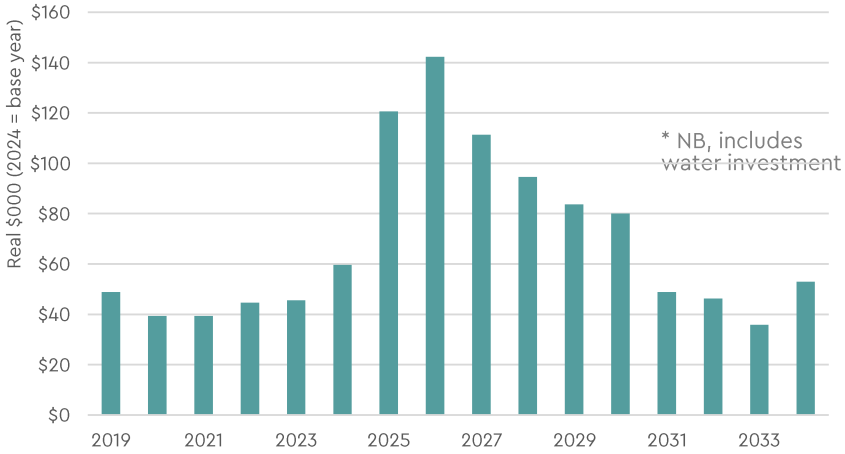
We also note the LTP was prepared on the basis that the Council would retain water services for the full duration of the LTP period. This reflects timing differences between when the LTP was adopted and when decisions on future water services provision were made. The transfer of responsibility for water service delivery to a new water organisation will require council to remove water revenues, expenditure, assets and debt from its next long-term plan, with implications for Council's financial position and financial strategy.

Given the significance of these changes, Council has commenced work on a review of its financial strategy early in the new triennium, including considering the implications for rates setting. This would also present a good opportunity to review Council's revenue strategy, including the balance between rates and non-rates revenues, to ensure the Council is positioned well for the future.

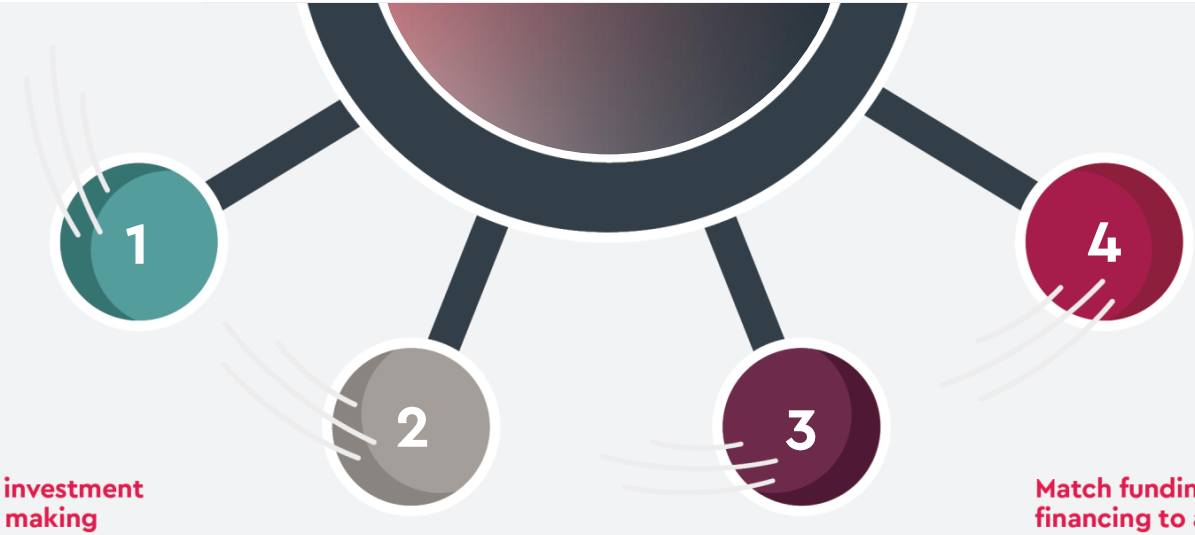
Real population-adjusted operating costs: historic and projected (WBOP)



Real population-adjusted capex



Four levers for improving financial sustainability



Improve investment decision making

- Clear and consistent investment priorities
- Consider non-built and built options
- Rigorous cost-benefit assessment
- Post-completion reviews for major projects
- Consider most suitable delivery model

Make better use of existing infrastructure

- Demand management
- Proactive maintenance and renewals
- Technology integration
- Data-driven decision-making

Strengthen asset management and capital delivery

- Standardised frameworks for procurement and delivery
- Invest in systems, data quality
- Workforce development
- Maturity assessment and performance improvement plans

Match funding and financing to asset type

- Depreciation funding approach
- User pays for network infrastructure
- Rates fund public good assets/services
- Use debt for lumpy, long-lived assets
- Use alternative tools where defined beneficiaries/ exacerbators exist

Each lever is discussed on the following pages.

Improving investment decision making

Effective decision-making is critical to delivering sustainable, cost-effective infrastructure and services that meet community needs.

Key considerations include aligning investments with clear strategic priorities; balancing built and non-built solutions; conducting thorough cost-benefit analyses; selecting appropriate procurement models; and learning from post-completion reviews.

Setting clear and consistent investment priorities

Sound investment starts with councils establishing clear, transparent, and consistent investment priorities to guide them in allocating resources. This involves aligning investments with the key needs that have been identified in infrastructure strategies and long-term plans, which should reflect the needs of the community.

Key drivers of investment priorities include: maintaining and renewing existing assets to maintain levels of service; addressing insufficient or uneven levels of service; population and housing growth; and resilience against natural hazards. Councils should review their priorities regularly, distinguishing between "must have" and "nice to have" investments.

Consider non-built and built solutions

It is natural to see investing in physical assets as the solution to capacity constraints and other infrastructure gaps. However, non-built solutions – such as demand management, intelligent networks, and regulations – can support the more efficient use of existing assets and avoid or delay the need for new infrastructure.

When built solutions are necessary, councils should prioritise standardised solutions, and modular and scalable designs that allow for expanding or adapting the assets in the future.

Rigorous cost-benefit assessments

To justify investments and ensure they provide value for money, councils should rigorously assess costs and benefits. However, these assessments need to be strategic, and should avoid reducing the options analysis to a technocratic exercise.

Efforts should focus on quantifying the biggest benefits and costs, and on completing the analysis in good time. Highly detailed, formula-based multi-criteria assessments can often overwhelm decision makers with secondary detail.

Getting this right requires early work to confirm and agree the strategic and economic case for investment. Decision makers need to be involved in agreeing the investment objectives and evaluation criteria.

Those doing the analysis should feel empowered to give decision makers free and frank advice, particularly if the assessment goes against the popular opinion, or the case for the desired investment doesn't stack up.



Improving investment decision making (continued)



Select the most suitable procurement and delivery models

Choosing the right procurement and delivery models can be a significant factor in the success of projects.

Traditional models like design-bid-build may suit smaller projects such as community facility upgrades. However, larger, more complex projects like new wastewater treatment plants or major roading initiatives may benefit from alternative models – for example, establishing a special purpose vehicle under the Infrastructure Funding and Financing Act.

Involving suppliers early on in the design phase can improve cost certainty and constructability, particularly for technically challenging projects.

Reviewing major projects after they're completed

Post-completion reviews are important for learning about successes and failures in past projects. Councils should routinely conduct structured evaluations of major projects, assessing whether the objectives were met, costs were controlled, and the projected benefits were realised.

Lessons should be documented and shared with other councils to build knowledge across the local-government sector, particularly in areas of recurring cost overruns.

1

Making better use of existing assets

Maximising the use of existing assets and infrastructure is essential for delivering cost-effective, sustainable services while also minimising the need for new capital expenditure.

Councils can make better use of their assets in several ways – for example, through managing demand to extend asset life; prioritising proactive maintenance; integrating technology to improve network performance; leveraging data for informed decision making; and recycling income-earnings assets to give more financial flexibility.

Managing demand

Demand management reduces pressure on existing infrastructure, extending its lifespan and deferring costly upgrades.

For water supply, councils can run water conservation campaigns or introduce smart metering to reduce usage. This not only defers investment in new supplies and reservoirs, it also reduces the costs of treating and distributing water through the network.

For solid waste, public education on minimising and recycling waste can extend the life of landfills.

User charges for network and community infrastructure can help councils manage demand by ensuring that those who benefit from high use or who generate the costs pay a fair share.

Proactive maintenance and asset renewals

Proactive management and timely renewals are important for maximising the life of assets (avoiding early replacement) while also avoiding costly reactive maintenance and unplanned repair work.

For roading, regular resurfacing and repairing of potholes prevent structural deterioration. Predictive maintenance using traffic data can prioritise high-wear areas.

Water supply and wastewater systems benefit from routine pipe inspections and relining to prevent leaks or bursts, which are expensive and disruptive to repair. Stormwater infrastructure requires regular clearing of drains to maintain capacity and prevent flooding.

Asset-management plans with funded renewal schedules are critical for minimising whole-of-life costs and getting the most out of existing assets.

Integrating technology into asset networks

By integrating technology into their asset networks, councils can increase the efficiency and performance of the network. While technology often has an upfront cost, spend-to-save investments can generate savings that more than offset the initial outlay. However, all too often these types of investments are deferred on grounds of affordability, leading to higher costs in the long run.

Sensors on bridges can detect structural problems early on. In water supply and wastewater, smart meters and SCADA systems (supervisory control and data acquisition) can monitor network flows and capacity and predict blockages to prevent bursts and overflows. Energy management systems can help generate significant savings in energy use.

2

Making better use of existing assets (continued)



Data-driven decision making

Investing in data and analytical capability enables councils to optimise asset use by identifying inefficiencies and prioritising interventions.

Councils should invest in integrated asset management systems and train staff to use analytics tools and interpret the data.

Without this capability, poor-quality asset data and network performance will translate directly into poor levels of service and higher costs.

For roading, traffic and surface condition data informs maintenance schedules. In water supply and wastewater, smart meters and flow sensors can highlight areas of high consumption or leakage, to guide targeted repairs. Stormwater systems benefit from rainfall and flow data so that maintenance needs can be predicted.

Recycling assets and identifying new income streams

Re-cycling income-earning assets can unlock capital for reinvestment while maintaining service levels. Councils can sell or lease underutilised assets, such as surplus land near community facilities, to fund upgrades or new projects.

Solid-waste facilities can monetise recyclable materials or energy-from-waste processes to offset costs. Leasing community facilities for private events can generate income to support maintenance.

Any asset recycling should be guided by a strategic framework that ensures that sales align with long-term community needs and that the proceeds are reinvested in critical infrastructure or to reduce borrowing.

Strengthening asset management and delivery

Effective asset management and capital project delivery are vital if local government is to deliver sustainable, resilient infrastructure and services.

Key considerations for councils here include: vigilant monitoring of projects to ensure they're on track for scope, time, and budget; improving asset management systems and data quality; building the capability of their workforces; assessing asset management maturity; and optimising the management of supply chains.

Monitoring projects under development

Effective monitoring of projects that are under development is essential for ensuring they stay on track for scope, time, and budget.

Project management disciplines should be tailored to the scale and complexity of the project, with closer monitoring for larger and riskier projects.

Establishing clear governance structures for overseeing capital delivery, augmented with specialist external capability, is essential to give decision makers confidence in the project's outcomes.

Invest in asset-management systems and in improving data quality

Investing in integrated asset-management systems and high-quality data is essential for ensuring that investment decisions are well-informed and for improving network performance. In many councils, the quality of information about their assets is poor, meaning councils have low confidence in their asset renewal plans.

Councils' asset management systems need to integrate asset schedules (including valuation information), age and condition assessments, predictive maintenance schedules, and planned capital delivery.

Workforce development

A capable workforce is vital if councils are to manage their assets and deliver capital projects effectively. This is currently an area of significant risk as a result of skills shortages, amplified by an ageing workforce.

Councils should explore shared services and other arrangements for ensuring they have access to the critical capabilities they need. This includes in areas like asset management planning, data analytics, procurement, and regulatory compliance.

Councils have a strong collective interest in developing their workforces, and should explore opportunities for sector-wide workforce planning. This could include collaborating with leadership bodies in the sector such as Āpōpō, Taituarā, and Water New Zealand.



Strengthening asset management and delivery (continued)



Maturity assessment and performance improvement plans

Regular assessments of the maturity of their asset management can help councils identify strengths and gaps in their managing of roading, three waters, solid waste, and community facilities.

These assessments help councils evaluate data quality, assess how well they are managing risks, and identify any strategic mis-alignments. Tailored improvement plans with clear objectives can be used to improve the maturity of asset management over time, taking a continuous improvement approach.

For smaller, rural councils, these exercises can be done across groups of councils, to help them develop shared capabilities that mitigate key-person risks.

Managing supply chains

Effective management of supply chains ensures that materials and services for infrastructure projects are delivered on time and in a cost-efficient way.

For roading and three waters, councils should build resilient supply chains by diversifying suppliers for critical materials, including local sourcing.

Councils can improve cost certainty by involving contractors early on in the planning and design process, and by taking a predictable and consistent approach to procurement over time.

Collaborative procurement with other councils can achieve economies of scale, particularly for specialised equipment. This can increase efficiency and reduce project delays.

Matching funding and financing to asset type

Matching funding and financing mechanisms to asset types is critical for sustainable infrastructure delivery and fiscal responsibility.

Key considerations include aligning funding sources with asset lifecycles, beneficiary profiles, and community benefits.

Depreciation funding

Depreciation funding ensures that councils set aside resources for replacing assets in the future, so that costs are aligned with the asset's useful life.

For long-lived assets like water supply and wastewater pipes and roading surfaces, local authorities should estimate economic depreciation based on accurate asset-condition assessments and lifecycle data, then ring-fence these funds in reserve accounts that can be applied against borrowing.

Councils should review their depreciation schedules regularly, informed by their asset-management systems. This will ensure there is adequate funding for renewals, so that councils do not have to rely on debt or rates spikes when assets reach the end of their useful life.

User pays for network infrastructure

User pays models are effective for network infrastructure like water supply, wastewater, and solid-waste disposal, where beneficiaries (and exacerbators) can be clearly identified.

Metered billing for water supply encourages users to conserve water while also generating revenue to maintain treatment plants and pipes. Wastewater charges based on usage or property characteristics similarly contribute funding for treatment plant operations and for their maintenance and renewal. For solid waste, user-pays systems incentivise users to reduce waste and also cover landfill facility costs.

The rationale for user-pays models needs to be understood and accepted. This means transparent pricing, where any cross subsidies are agreed, and decisions about new pricing structures are well informed through engaging with the community.

4

Matching funding and financing to asset type (continued)



Rates funding for public-good assets and services

Rates funding is appropriate for public-good assets and services, such as stormwater systems and community facilities that benefit the broader community.

General rates are most appropriate where the benefits are broad and where goods and services are non-excludable and non-rivalrous.

Targeted rates should be used when specific services or projects benefit a particular group of ratepayers more than the general community. This ensure the people who directly benefit from a service contribute to funding it.

Rates differentials can be used to support cost-reflective pricing, so that different categories of ratepayer pay an appropriate share of the cost.

Prudent use of debt for lumpy, long-lived infrastructure

Debt is most appropriate for financing large, long-lived assets and for replacing major assets. This spreads the costs over the asset's lifespan to achieve intergenerational equity.

For major projects, debt is necessary to avoid sharp rates increases and to spread the funding impact across generations.

Councils must ensure their debt levels stay within prudent limits and applicable LGFA covenants.

Use alternative tools where defined beneficiaries exist

Alternative funding tools, such as development contributions or targeted levies, can be effective where specific beneficiaries or exacerbators can be identified.

For example, developers that benefit from new roading, water supply, or wastewater connections should contribute through development contributions to offset the costs of this infrastructure. For stormwater, targeted levies on properties with high impermeable surfaces can fund drainage upgrades, as these properties increase run-off.

Alternative financing tools, such as those available under the Infrastructure Funding and Financing Act, should be considered for major projects and growth-related investments where beneficiaries can be clearly identified.

4

References and data sources

Page	Data Source
10	Berl's Cost adjustors 2024 final update report for Taituarā, published October 2024.
15	The Central Government tax receipts series is from Treasury's Fiscal Time Series Historical Indicators 1972-2024.
22	The Council credit ratings are from Local Government Funding Agency June 2025 Investor Update.
24	International comparative data is from Standard & Poor's publications: • Institutional Framework Assessment: New Zealand Councils' Extremely Predictable And Supportive Institutional Settings Are At Risk, February 18, 2024. • Credit FAQ: A Closer Look At Our Downgrades of 18 New Zealand Councils, March 2025.

All other data is MartinJenkins calculations based on Statistics New Zealand data. We note that the historical financial information contained in this report is drawn from Statistics New Zealand published Local Government Financial Statistics. This data is collected from local authorities around October each year, which may precede finalisation of audits. For this reason, the information contained in this report may differ from the data contained in the audited financial statements published in council annual reports.

For more information, contact
sarah.baddeley@martinjenkins.co.nz

MARTIN JENKINS

Wellington T +64 4 499 6130
Level 1, City Chambers, Cnr Johnston and Featherston Streets, Wellington 6011, PO Box 5256, Wellington 6140, New Zealand
Auckland T +64 9 915 1360
Level 16, 41 Shortland Street, Auckland 1010, New Zealand
info@martinjenkins.co.nz **martinjenkins.co.nz**

11.3 CONSTRUCTION OF NEW STORMWATER POND AT 25 PROLE ROAD TO ADDRESS DESIGN DEFICIENCY ON PROLE ROAD URBANISATION PROJECT

File Number: **A7144772**

Author: **Annelie Badenhorst, Infrastructure Growth and Delivery Manager**

Authoriser: **Brad Singh, General Manager Infrastructure Group**

EXECUTIVE SUMMARY

This report seeks Council approval to construct a permanent stormwater pond at 25 Prole Road, Ōmokoroa, to address a design gap arising from the Prole Road Urbanisation Project and to provide a compliant long-term stormwater solution for the 13.3-hectare upper Prole Road catchment.

RECOMMENDATION

1. That the Infrastructure Growth and Delivery Manager's report dated 26 February 2026 titled 'Construction of new stormwater pond at 25 Prole Road to address design deficiency on Prole Road Urbanisation Project', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approve the construction of a permanent stormwater pond at 25 Prole Road base on Option 4 – Wet Pond within Gully.
4. That Council approve the reallocation of up to $2.5 Million from identified underspends within the Ōmokoroa Stormwater Programme to deliver the 25 Prole Road Stormwater Pond.
5. That Council delegate authority to the Chief Executive to award and execute the construction contract for 25 Prole Road Stormwater Pond, provided the contract value does not exceed the approved project budget of $2.5 Million (including contingency).

BACKGROUND

1. During detailed design in 2022, elements of the originally intended permanent stormwater treatment solution were modified to align with potential New Zealand Transport Agency (NZTA) co-funding requirements. When that funding did not proceed, the deferred treatment components were not reinstated prior to completion of the works. During construction, responsibility for delivery transitioned within Council, and the interim nature of the modified stormwater arrangement was not clearly documented in issued-for-construction (IFC) drawings or project handover records. The works were therefore delivered in accordance with the

approved documentation at the time, but without implementation of the permanent treatment solution.

2. As a result, the upper Prole Road catchment currently operates under a temporary discharge consent rather than a permanent compliant stormwater solution.

3. A detailed engineering review identified five potential solutions. Following technical, regulatory, financial and operational assessment, Option 4 – Wet Pond within Gully – is recommended. In addition to resolving the Prole Road design gap, this option provides an integrated stormwater solution for the adjoining 29 and 39 Prole Road developments, avoiding fragmented at-source systems and strengthening Council's centralised network approach.

4. The total forecast project cost is $2.5 million, including contingency and risk allowances. This project can be delivered within the existing Ōmokoroa Stormwater Programme budget through identified underspends. No additional funding is sought.

Original Stormwater Intent

5. The Prole Road Urbanisation Project formed part of Council's wider Ōmokoroa Stage 3 growth programme.

6. The originally intended stormwater approach was to provide permanent water quality treatment and extended detention consistent with the Ōmokoroa Stage 3 Stormwater Catchment Management Plan (CMP). The CMP prioritises:

    - Protection of receiving environments
    - Extended detention for stream erosion mitigation
    - Water sensitive urban design principles
    - Long-term compliance under the Resource Management Act

7. The intent for this catchment was therefore to deliver a permanent stormwater solution aligned with these objectives.

Design Modification and Transition

8. During detailed design in 2022, elements of the originally intended permanent stormwater treatment solution were modified to align with potential NZTA co-funding requirements. When that funding did not proceed, the deferred treatment components were not reinstated prior to completion of the works.

9. During construction, responsibility for delivery transitioned to a new project team within Council. While the external design consultants understood that the modified stormwater arrangement was intended as an interim solution pending implementation of a permanent device, this was not clearly documented in the IFC drawings or project handover records. The works were delivered in accordance with the approved documentation at the time, but without reinstatement of the permanent treatment solution.

10. The omission arose from the design modification and subsequent project transition, during which the interim nature of the stormwater arrangement was not clearly documented in the construction drawings or handover records.

SIGNIFICANCE AND ENGAGEMENT

11. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

12. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

13. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because is it funded within existing budgets, does not change levels of service or rates, has limited geographic impact, and aligns with adopted Council plans and strategies. .

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**		
Pirirākau (Tangata Whenua)	Engagement undertaken in relation to cultural matters as part of the Prole Road Urbanisation Project	Planned	Completed
Community Representatives	Feedback received through community consultation events.		
General Public	Feedback received through community consultation events.		

CURRENT POSITION

14. The upper Prole Road catchment was completed without a permanent water quality and extended detention device consistent with the CMP. The catchment currently operates under a temporary discharge consent.

15. While lawful in the interim, this arrangement:

- Does not provide a permanent compliant solution

- Does not support long-term growth
- Does not secure stormwater treatment beyond 2033

16. Developers at 29 and 39 Prole Road are now ready to proceed with subdivision, and a permanent solution is required to enable those developments and secure long-term compliance.

CATCHMENT CONTEXT

17. The contributing catchment:

- Total area: 13.3 hectares
- Developable area: 12.3 hectares
- Zoned medium-density residential under Plan Change 92

18. Post-development imperviousness increases runoff volumes and velocities, requiring both water quality treatment and extended detention to mitigate stream erosion and protect receiving environments.

ISSUES AND OPTIONS ASSESSMENT

19. Five engineering options were assessed to provide water quality treatment and extended detention for the catchment:

Option	Description	Compliance	Cost Implications	Delivery / Operational Considerations	Overall Assessment
1. Wetland within gully (limited earthworks)	Small wetland formed within existing gully footprint	Non-compliant – insufficient treatment capacity	Lower cost but incomplete solution	Does not meet extended detention requirements	Not suitable
2. Fill gully and construct full wetland	Engineered fill to create compliant wetland	Compliant	High cost due to ~8,140m³ fill and dam structure	Significant geotechnical and construction risk	Financially disproportionate
3. Wetlands on adjacent private land	Wetlands outside gully on developable land	Compliant	Land acquisition or developer burden	Fragmented ownership and maintenance	Operationally complex
4. Wet pond within gully (Preferred)	Centralised wet pond providing extended detention and partial treatment	Meets extended detention requirements	Moderate cost relative to compliant alternatives	Council-owned, centralised asset	**Best balance – Recommended**
5. At-source decentralised treatment	Developer-installed tanks, swales and rain gardens	Can achieve compliance if fully implemented	Cost borne by developers	No centralised control; increased maintenance variability	Less practical for this catchment

OPTIONS COMPARISON SUMMARY

Option 4 provides the most balanced outcome in terms of compliance, cost, deliverability and long-term asset management.

ENGINEER'S ESTIMATE

20. The high-level construction estimate provides the following breakdown:

Component	Amount
Base Construction Estimate	$1,535,500
Design Development Allowance (30%)	$460,650
Geotechnical Risk – Contamination	$200,000
Geotechnical Risk – Slope Stability	$150,000
Estimate Uncertainty	$150,000
Rounding	$3,850
Total Forecast Cost	**$2,500,000**

21. The estimate includes contingency and risk allowances reflecting site conditions and relic landfill constraints.

STATUTORY COMPLIANCE

22. These recommendations meet:

- Legislative requirements/legal requirements
- Current council plans/policies/bylaws
- Regional/national policies/plans.

FUNDING/BUDGET IMPLICATIONS

Financial and Strategic Position

23. No additional funding required

This report does not seek additional capital funding.

The $2.5 million forecast cost can be fully funded through identified underspends within the existing Ōmokoroa Stormwater Programme, primarily from:

- Industrial Road Permanent Pond
- N1 Pond (130 Prole Road)

This represents a reallocation within the approved programme envelope.

Importantly:

- No increase to the total stormwater programme budget is required.

- No increase to financial contribution rates is proposed.
- No additional Long Term Plan (LTP) or Annual Plan (AP) allocation is sought.

24. Strategic Benefit – Coordinated Network Outcome

The proposed pond:

- Resolves the Prole Road design gap
- Secures a permanent solution for the 13.3ha catchment
- Enables subdivision at 29 and 39 Prole Road
- Avoids fragmented developer-led solutions
- Provides Council with a centralised, maintainable asset

Rather than dispersing stormwater management across multiple private devices, this solution strengthens Council's network, improves long-term performance and maintenance efficiency, and supports planned growth.

RISKS AND MITIGATIONS

Risk	Mitigation
Geotechnical (relic landfill)	Design avoids excavation; risk allowance included
Regulatory	Early engagement with Bay of Plenty Regional Council
Cost escalation	Contingency built into estimate
Delivery timing	Early Council approval

CONSEQUENCES OF NOT PROCEEDING

25. If Council does not approve the project:

- Temporary discharge consent will expire in 2033
- Comprehensive discharge consent may be compromised
- Development at 29 & 39 Prole Road delayed
- Fragmented stormwater solutions required
- Increased long-term maintenance risk
- Reputational and compliance exposure

CONCLUSION

26. The construction of a permanent stormwater pond at 25 Prole Road is necessary to resolve a recognised infrastructure gap arising from the Prole Road Urbanisation Project and to secure a compliant long-term stormwater solution for the upper 13.3-hectare catchment.

27. The recommended Option 4 – Wet Pond within Gully provides the most balanced outcome in terms of compliance, cost, deliverability and long-term asset

management. It not only addresses the existing design gap but also provides an integrated stormwater solution for the adjoining 29 and 39 Prole Road developments, strengthening Council's centralised stormwater network and avoiding fragmented at-source systems.

28. The project can be delivered through reallocation of identified underspends within the existing Ōmokoroa Stormwater Programme. No additional capital funding or increase to financial contribution rates is required.

29. Approval of this project will secure long-term regulatory compliance, support planned growth, and optimise the use of existing programme funding. For these reasons, the recommended option is considered both financially prudent and strategically aligned with Council's infrastructure and growth objectives.

11.4 LAND EXCHANGE - 340 ŌMOKOROA ROAD WITH PART OF KAIMAI VIEWS RESERVE, ŌMOKOROA - SUBMISSION PERIOD ENDED

File Number: **A7141807**

Author: **Peter Watson, Reserves and Facilities Manager**

Authoriser: **Brad Singh, General Manager Infrastructure Group**

EXECUTIVE SUMMARY

Council considered a report submitted to its meeting on 25 November 2025 requesting an approval in principle to exchange reserve land for other adjoining land to allow for the creation of two private medium density lots off Sentinel Avenue, Ōmokoroa.

Council agreed to the proposal in principle subject to a final decision following completion of public consultation. As the consultation period has now concluded, Council, as the administrating body of the reserve is now required to review and consider any submissions and make a final decision in accordance with the Reserves Act 1977.

RECOMMENDATION

1. That the Reserves and Facilities Manager's report dated 26 February 2026 titled 'Land Exchange - 340 Ōmokoroa Road with part of Kaimai Views Reserve, Ōmokoroa - Submission period ended', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That pursuant to s.15 of the Reserves Act 1977 Council resolves to exchange reserve land for other adjoining land generally as per the attached plan (Attachment 2) between 340 Ōmokoroa Road being Section 1 SO 503077 owned by WFT Property Two Limited and Lot 253 DP 538477 being part of Kaimai Views Reserve, Ōmokoroa, as required by s.119 of the Reserves Act 1977;

   or

4. That Council resolves not to exchange the reserve land for other adjoining land as described in resolution 3 above for the following reasons…

BACKGROUND

LAND EXCHANGE

1. BestStart (WFT Property Two Limited) who are owners of 340 Ōmokoroa Road recently obtained a subdivision consent to set up a new childcare centre at the site. Refer Attachment 2. As part of the land development the proposal is to gain access to the childcare centre from Ōmokoroa Road.

2. The site is located on the western side of Ōmokoroa Road, approximately 150m from the intersection with Settlers Ave and Ridge Drive. The site is roughly triangular and has a total area of 6046m^2 held in one Record of Title (Section 1 SO 503077, RT 762781) at 340 Ōmokoroa Road, Ōmokoroa.

3. There is existing vehicle access to the site from Ōmokoroa Road. The southwestern corner of the site touches Sentinel Avenue, however there is no legal road frontage due to a narrow parcel of recreation reserve located between the site and the road reserve (Sentinel Avenue). The recently consented Lot 1 does have legal access over an adjoining right of way to the south which accesses to Sentinel Avenue (Lot 246 DP 533877).

4. The applicant obtained a resource consent (RC14446LS)in September 2025 for a combined three lot subdivision consent (two additional lots) and land use consent to establish and operate a childcare facility for 92 children and 20 Full-Time-Equivalent staff. **(Attachment 1 and 2)**.

5. Resource consent RC14446LS created the following lots:

   (a) Three lot subdivision (two additional lots)

   (b) Lot 3 is proposed to contain the proposed childcare centre

   (c) Lot 2 will contain the existing dwelling and gully/bush area

   (d) Lot 1 will be vacant and suitable for residential development or further subdivision.

6. To service the above lots, Lot 1 would have access from Sentinel Avenue via a current right of way, and Lots 2 and 3 would gain access from Ōmokoroa Road via an upgraded vehicle crossing and a new right of way. Following a Limited Notification Hearing at Council on 12th July 2025, the Commissioner granted a resource consent to subdivide the site and establish a childcare centre.

7. The applicant has requested a land exchange to enable better utilisation of the balance of land (Lot 1). To give effect to this outcome, an agreement would be entered into for the exchange of part of Kaimai Views Reserve land (Lot 253 DP 538477 RT 901155) for part of the original lot to be subdivided being 340 Ōmokoroa Road (Section 1 SO 503077, RT 762781) pursuant to Section 15 of the Reserves Act 1977.

8. The agreement would include compensation to Council for the potential return on the better utilisation of the property on a 'before' and 'after' basis

9. The proposed areas for exchange (subject to final survey) are as follows (Attachment 1 and 2).

   - Council reserve - (173m^2) to be transferred from Council to the owners of 340 Ōmokoroa Road as fee simple land.

- 340 Ōmokoroa Road - (460m²) to be transferred from 340 Ōmokoroa Road to Council as Recreation Reserve.

10. The exchange should provide "betterment" for the landowners. Valuation of the betterment and a payment to Council will be part of the process. The valuation would be basis on its potential use, not on the area of land being exchanged. Costs associated with either process would be borne by the applicant.

11. In its meeting of 25 November 2025 Council agreed in principle to exchange reserve land for other adjoining land to allow for the creation of two private medium density lots off Sentinel Avenue, Ōmokoroa and to direct staff to consult with the public over the proposal.

12. A minimum one month public consultation period on the proposal is required by Section 119 of the Reserves Act 1977. The proposal was advertised in the Katikati Advertiser 5 December 2025. The public were able to submit until the closing date of 8 February 2026. (**Attachment 3**). There were two submissions received online that were not in favour of the proposal. (**Attachment 4**).

SUBMISSIONS

1. *Murray Grainger - The problem is that Omokoroa Rd is supposed to be a limited access road. Allowing all the daycare traffic to enter from/exit on to Omokoroa Rd so close the Settlers' Hall and green waste access and directly opposite the fire station is extremely poor traffic management planning.*

   If the daycare traffic cannot access the site from Sentinel Drive, then this is the wrong location for the daycare.

   STAFF RESPONSE:

   Following a Limited Notification Hearing at Council on 12th July 2025, an independent Commissioner granted a resource consent to subdivide the site and establish a childcare centre. The land exchange proposal does not impact upon that decision which approved a childcare facility accessing onto Omokoroa Road.

2. *Jenni Donald - I am submitting these comments on behalf of the volunteer group, Friends of Kaimai Views. We have made 2 submissions to Council previously on safety aspects on the corner of Sentinel Ave just along from the proposed egress from this property. Our concerns relate to cars parking on the roadside of the corner because of lack of parking for the households and the narrowness of the road.*

   Our submissions were made to the Roading Review and also to the Kaimai Views Reserve Review. In both instances we asked for additional parking to be provided on the triangle of land in the reserve area on the right side going down Sentinel Ave and "No Parking" areas delineated on Sentinel Ave.

Please consider these safety concerns as the proposed changes will mean additional traffic is exiting the property very near this corner.

I am available to answer any questions if required.

Jenni Donald (on behalf of Friends of Kaimai Views)

STAFF RESPONSE:

The land exchange process is not the place to consider potential traffic impacts. If the land exchange proposal is approved by Council, then the applicant will need to apply for a variation to their existing consent (RC14446LS) to enable them to subdivide the existing Lot 1, into two lots. Any traffic impacts will be considered against the provisions of the District Plan during the consent variation process.

13. Pirirākau, Ngāti Ranginui and Ngāti Taka were contacted for comment. At the time of writing this report no responses had been received.

14. The Ōmokoroa Community Board were contacted via Governance Services for comment. At the time of writing this report no response had been received.

15. Following the completion of the public consultation period, any submissions or objections would need to be heard and considered by Council in its capacity as the administrating body of the reserve. Council is now required to make a final decision. Council will need to pass a resolution to exercise its powers conferred on it by delegation under Section 15 of the Reserves Act 1977.

16. If approval is granted for the land exchange, then the applicant will need to undertake a further subdivision to give effect to the exchange.

17. Council resolved at its meeting of 25 November to formally classify the reserve (Lot 253 DP 538477 RT 901155) before exchange of the . A gazette notice will be published to effect this.

SIGNIFICANCE AND ENGAGEMENT

18. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

19. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

20. In terms of the Significance and Engagement Policy this decision is considered to be low because the subject area of reserve land is a thin triangular shape and offers

little recreation and open space values, where as the area of land for exchange offers an extension to the gully area and native vegetation planting.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Land Exchange:

Interested/Affected Parties	**Planned Consultation/Communication**		
Tangata Whenua	Pirirākau, Ngāti Ranginui and Ngāti Taka were contacted for comment. At the time of writing this report no responses had been received.	Planned	Completed
Community Board	The Ōmokoroa-Kaimai Community Board were contacted via Governance Services for comment. At the time of writing this report no response had been received.		
General Public	Two submissions were received (**Attachment 4**).		

ISSUES AND OPTIONS ASSESSMENT

Option A Undertake Land Exchange	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Additional rateable properties. Satisfies applicant's request. Potential financial compensation for Council for betterment offered. Reserve land available for biodiversity planting.
Costs (including present and future costs, direct, indirect and contingent costs).	All costs in relation to the land exchange will be met by the applicant, being the owners of 340 Ōmokoroa Road.

Option B Do not undertake land exchange	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	No additional rateable properties. Applicant request not met. Lost opportunity for betterment compensation. Lost opportunity for biodiversity planting.
Costs (including present and future costs, direct, indirect and contingent costs).	

STATUTORY COMPLIANCE

The relevant legislation is the Reserves Act 1977, the Resource Management Act 1991.

Land Exchange:

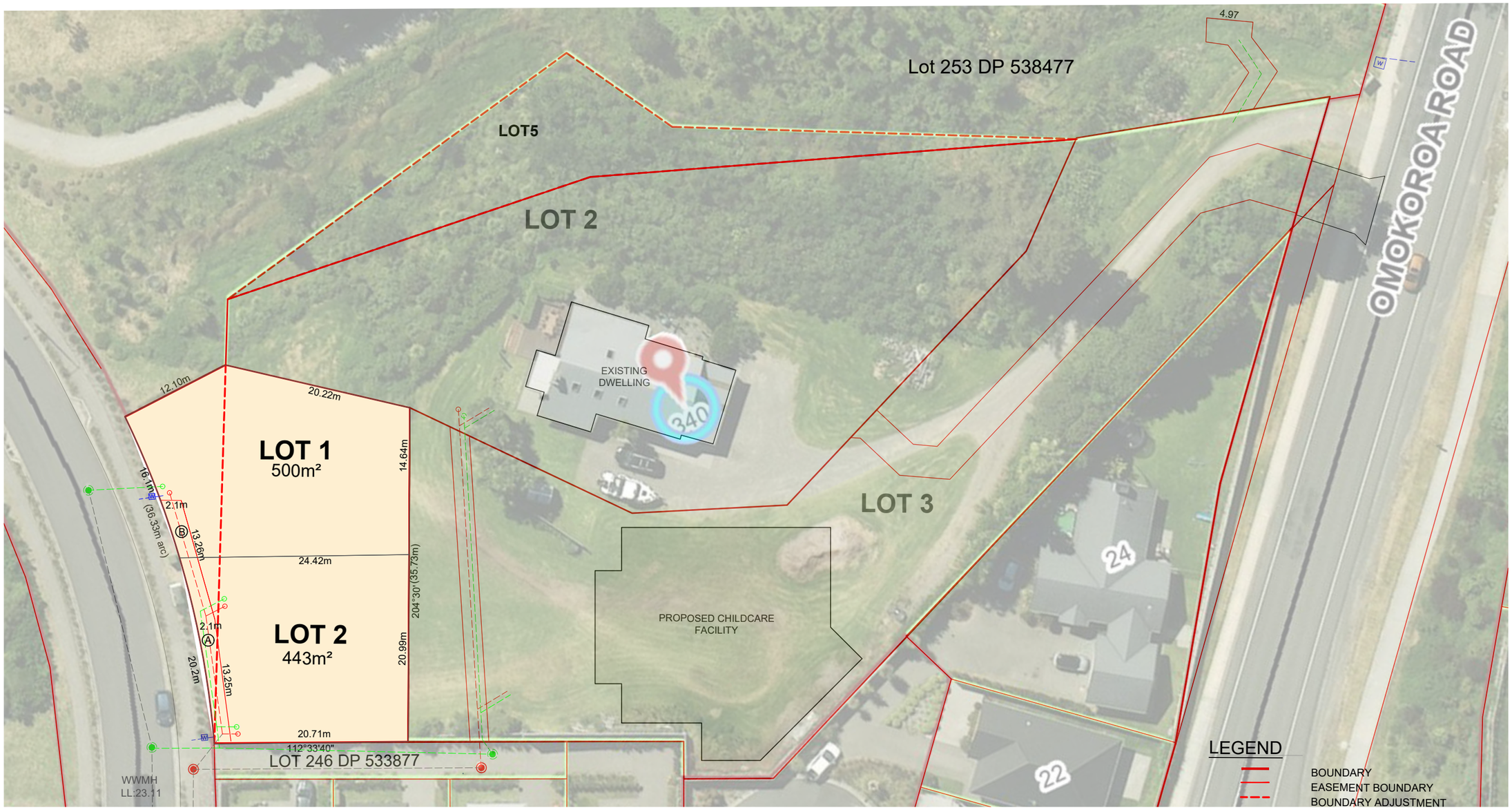
Pursuant to s. 15 of the Reserves Act 1977, Council can not pass a resolution to exercise its powers conferred on it by delegation under the Reserves Act 1977 for the approval of a land exchange until it has gone through the required public notification identified in s.119 of the Reserves Act 1977.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	All costs in relation to the land exchange will be met by the applicant, being the owners of 340 Ōmokoroa Road. The land exchange may be considered "betterment" and as such will need to be valued and with a potential payment to Council.

ATTACHMENTS

1. **Scheme Plan - 2 Lot Subdivision**
2. **Scheme Plans - Land Exchange Area**
3. **Advertisement Katikati Advertiser 5 December 2025**
4. **Submissions**



MEMORANDUM OF EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
RIGHT TO DRAIN WATER AND SEWAGE	A	LOT 3 HEREON	LOT 2 LOT 1
RIGHT TO DRAIN WATER AND SEWAGE	B	LOT 2 HEREON	LOT 1

LEGEND

- BOUNDARY
- EASEMENT BOUNDARY
- BOUNDARY ADJUSTMENT
- EXISTING STORMWATER
- PROPOSED STORMWATER
- EXISTING WASTEWATER
- PROPOSED WASTEWATER
- EXISTING WATER SUPPY
- PROPOSED WATER SUPPY
- EXISTING STORMWATER MANHOLE
- EXISTING WASTEWATER MANHOLE
- EXISTING RODDING EYE
- EXISTING WATER METER
- PROPOSED WATER METER

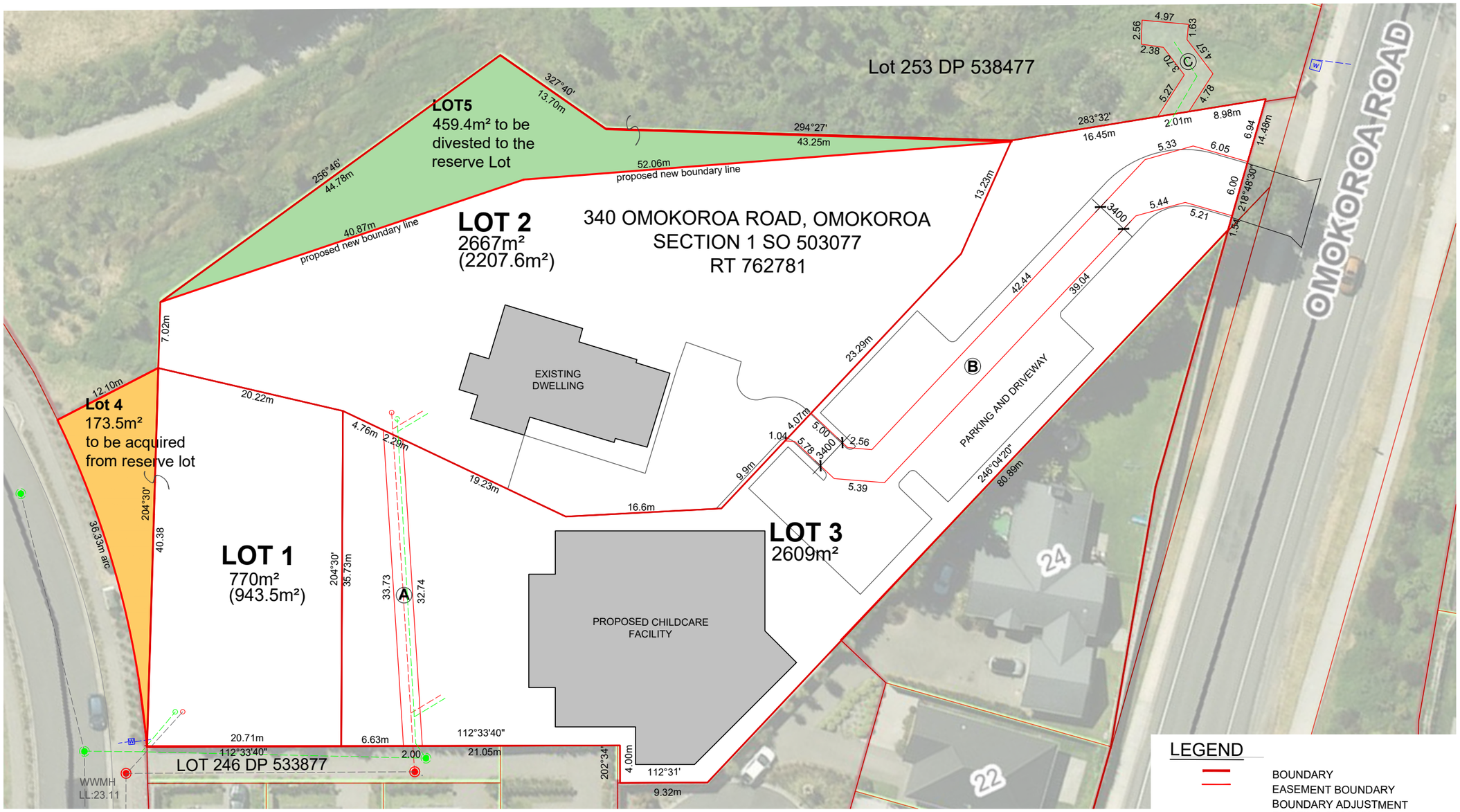
PROJECT - 340 OMOKOROA RD - CHILDCARE
CLIENT - WFT PROPERTY LIMITED

SHEET: S1.3 SCHEME PLAN - STAGE 3 - Medium density subdivision
JOB NO: 23594

N

SCALE: 1:400 @ A3
ISSUE DATE: 03.11.2025
DRAWN: SY
CHECKED: RF
REV: --

MOMENTUM PLANNING AND DESIGN



MEMORANDUM OF EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
RIGHT OF WAY, RIGHT TO CONVEY WATER, ELECTRICITY, TELECOMMUNICATIONS, AND GAS, RIGHT TO DRAIN WATER AND SEWAGE	A	LOT 3 HEREON	LOT 2 HEREON
RIGHT OF WAY	B	LOT 3 HEREON	LOT 2 HEREON
RIGHT TO DRAIN WATER	C	LOT 253 DP538477	LOT 3 HERON

NOTE :

AMALGAMATION CONDITION 1.
That Lot 4 (part of Lot 253 DP538477) be transferred to the owner of Lot 1 and that one Record of Title be issued to include both parcels.

AMALGAMATION CONDITION 2.
That Lot 5 be transferred to the owner of Lot 253 DP538477 and that one Record of Title be issued to include both parcels.

LEGEND

- BOUNDARY
- EASEMENT BOUNDARY
- BOUNDARY ADJUSTMENT
- EXISTING STORMWATER
- PROPOSED STORMWATER
- EXISTING WASTEWATER
- PROPOSED WASTEWATER
- EXISTING WATER SUPPY
- PROPOSED WATER SUPPY
- EXISTING STORMWATER MANHOLE
- EXISTING WASTEWATER MANHOLE
- EXISTING RODDING EYE
- EXISTING WATER METER
- PROPOSED WATER METER

PROJECT - 340 OMOKOROA RD - CHILDCARE
CLIENT - WFT PROPERTY LIMITED

SHEET: S1.2 SCHEME PLAN - STAGE 2 - land exchange
JOB N°: 23594

N

SCALE: 1:400 @ A3
ISSUE DATE: 24.02.2025
DRAWN: PT
CHECKED: RF
REV: --

MOMENTUM PLANNING AND DESIGN



Bring hope back into Christmas

The Salvation Army's wraparound services offer vital support and heartfelt care to individuals and families facing hardship, at Christmas and throughout the year.

From food parcels and essential clothing to financial mentoring and emotional support, these services provide holistic help that restores dignity and hope.

This Christmas, you can help our efforts to shine even brighter—bringing joy through food support, gifts for children, and community connection that reminds people they are not alone. By combining practical assistance with emotional support, The Salvation Army transforms lives and offers hope, making the Christmas season a time of comfort, peace and renewed possibility for those in need.

If you can, please give whatever you can.

Please Donate:
SalvationArmy.org.nz/Christmas
or call 0800 53 00 00

THE SALVATION ARMY
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Local Classifieds

Public Notices

Kaimai Views Reserve, Ōmokoroa - Notice of Intention to Exchange Part of the Reserve

Pursuant to Section 15 of the Reserves Act 1977, Western Bay District Council hereby gives public notice of its intention to consider an exchange of an area of Recreation Reserve (proposed Lot 4) for other land (proposed Lot 5), to be held as Recreation Reserve.

- Lot 4 - 173.5m², more or less, being part of Lot 253 DP 538477, which is Recreation Reserve to be transferred from Council to the owners of 340 Ōmokoroa Road as fee simple land.
- Lot 5 - 459.4m², more or less, being Section 1 SO 503077 to be transferred from the owners of 340 Ōmokoroa Road to Council as Recreation Reserve.

Area's are subject to final survey.

This proposal is to enable the owners of 340 Ōmokoroa Road who hold approval for a 3 lot subdivision to allow proposed Lot 1 gain direct access on to Sentinel Avenue.

Members of the public are invited to review the background of the proposal and submit any comments, or objections regarding the proposed land exchange:

- **Online** at www.yourplace.westernbay.govt.nz/kaimai-views-land-exchange
- **Email** - Send your feedback to: haveyoursay@westernbay.govt.nz
- **In Person** - Alternatively, provide feedback at the Ōmokoroa Library and Office, 28 Western Avenue, Ōmokoroa.

All submissions are to be received by **midnight Sunday, 8 February 2026.**

Miriam Taris
Chief Executive Officer

Mō tō tātou hapori
For our community
Western Bay of Plenty

Notice of Intention to grant a variation to Holiday Park land lease of Council-Owned land to permit the incorporation of a café operation

Bowentown Holiday Park, Bowentown

Pursuant to the provisions of the Reserves Act 1977 the Western Bay of Plenty District Council proposes to grant a variation to an existing land lease with Bowentown Holidays Limited to allow, in addition to the holiday park operation, a café intended to serve both the users of the holiday park and the general public.

The current lease is subject to section 54(1)(a) of the Reserves Act 1977 (operation of a camping ground). The variation to the lease will allow the café to operate subject to section 54(1)(d) of the Reserves Act 1977 (carrying on of a business necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve). The café will operate within the current lease premises.

Members of the public are invited to review the background of the proposal and submit any comments, or objections regarding the proposed cafe:

- **Online at** www.yourplace.westernbay.govt.nz/proposed-cafe-bowentown-holiday-park
- **Email** - Send your feedback to: haveyoursay@westernbay.govt.nz
- **In Person** - Alternatively, provide feedback at the Te Ara Mātauranga - Waihī Beach Library and Community Hub

All submissions are to be received by **midnight of Sunday, 8 February 2026.**

Miriam Taris
Chief Executive Officer

Mō tō tātou hapori
For our community
Western Bay of Plenty

Survey Responses

23 January 2014 - 11 February 2026

Feedback form

Your Place Western Bay of Plenty

Project: Land Exchange: Kaimai Views Reserve

GRANICUS

VISITORS
12

CONTRIBUTORS			RESPONSES		
2			2		
1 Registered	1 Unverified	0 Anonymous	1 Registered	1 Unverified	0 Anonymous

Respondent No: 1
Login: Registered
Responded At: Dec 05, 2025 17:04:27 pm
Last Seen: Dec 05, 2025 03:48:13 am

Q1.	**Kidicorp (WFT Property Two Limited) is proposing a land exchange with Council to enable the development of a childcare centre. Do you support this proposal?**	No
Q2.	**Please outline your thoughts to us on the proposal.**	The problem is that Omokoroa Rd is supposed to be a limited access road. Allowing all the daycare traffic to enter from/exit on to Omokoroa Rd so close the the Settlers' Hall and greenwaste access and directly opposite the firestation is extremely poor traffic management planning. If the daycare traffic cannot access the site from Sentinel Drive then this is the wrong location for the daycare
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	not answered
Q8.	**Address:**	not answered
Q9.	**Location:**	not answered
Q10.	**What year were you born?**	1950 - 1959

Respondent No: 2
Login: Unverified
Responded At: Jan 20, 2026 11:21:30 am
Last Seen: Jan 20, 2026 11:21:30 am

Q1. **Kidicorp (WFT Property Two Limited) is proposing a land exchange with Council to enable the development of a childcare centre. Do you support this proposal?** I'm unsure

Q2. **Please outline your thoughts to us on the proposal.**

I am submitting these comments on behalf of the volunteer group, Friends of Kaimai Views. We have made 2 submissions to Council previously on safety aspects on the corner of Sentinel Ave just along from the proposed egress from this property. Our concerns relate to cars parking on the roadside of the corner because of lack of parking for the households and the narrowness of the road. Our submissions were made to the Roading Review and also to the Kaimai Views Reserve Review. In both instances we asked for additional parking to be provided on the triangle of land in the reserve area on the right side going down Sentinel Ave and "No Parking" areas delineated on Sentinel Ave. Please consider these safety concerns as the proposed changes will mean additional traffic is exiting the property very near this corner. I am available to answer any questions if required. [redacted] on behalf of Friends of Kaimai Views)

Q3. **I would like to present my feedback in person to Council in the new year.** not answered

Q4. **First name:** [redacted]

Q5. **Surname:** [redacted]

Q6. **Business / Organisation (if applicable):** Friends of Kaimai Views

Q7. **Email address:** [redacted]

Q8. **Address:** [redacted]

Q9. **Location:** Omokoroa

Q10. **What year were you born?** 1950 - 1959

11.5 SEEKING APPROVAL FOR LESSEE TO INCLUDE CAFÉ OPERATIONS WITHIN LEASE AGREEMENT AT BOWENTOWN BEACH HOLIDAY PARK

File Number: **A7140918**

Author: **Kerrie Little, Operations Manager**

Authoriser: **Brad Singh, General Manager Infrastructure Group**

EXECUTIVE SUMMARY

Council considered a report submitted to its meeting on 25 November 2025 requesting an approval in principle to permit Bowentown Holidays Limited "BHL" to operate a café for the general public from their lease premises at Bowentown Beach Holiday Park, Bowentown, which is part of Bowentown Domain.

Council agreed to the proposal in principle, subject to a final decision following completion of public consultation. As the consultation period has now concluded, Council, as the administrating body of the reserve is now required to review any submissions and make a final decision in accordance with the Reserves Act 1977.

RECOMMENDATION

1. That the Operation's Manager's report dated 26 February 2026 titled 'Seeking Approval for Lessee to include café operations within lease agreement at Bowentown Beach Holiday Park', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. After considering the submissions received, Council, as the administering body of the reserve and acting under its delegated powers pursuant to the Reserves Act 1977, approves entering into a variation of the Bowentown Holidays Limited lease to include café operations in accordance with section 54(1)(d) of the Reserves Act 1977.
4. If approval is given, such approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.
5. After considering the submissions received, Council, as the administering body of the reserve and acting under its delegated powers pursuant to the Reserves Act 1977, does not approve entering into a variation of the Bowentown Holidays Limited lease to include café operations in accordance with section 54(1)(d) of the Reserves Act 1977.

BACKGROUND

1. BHL has applied to operate a café from their lease premises at Bowentown Beach Holiday Park, Bowentown to be accessible by both camp users and the general public. The café shall sit within the premises of the existing lease.

2. Currently BHL lease reserve land (Bowentown Domain) for the permitted use to operate a camping ground. To operate a café whether accessible by campground users or the public sits outside the current lease which is subject to section 54 (1)(a) – lease to any person, body, voluntary organisation, or society (whether incorporated or not) any area set apart under section 53(1)(h) for a camping ground. A café is not consistent with this part of the Act, a café is a trade, business, or occupation subject to section 54(1)(d).

3. In its meeting of 25 November 2025 Council agreed in principle to the operation of the café onsite and to direct staff to consult with the public over the proposal. Resolution: "That Council approves in principle to enter into a variation to Bowentown Holidays Limited lease to include café operations subject to section 54 (1)(d) of the Reserves Act 1977."

4. A minimum one month public consultation period on the proposal is required by Section 119 of the Reserves Act 1977. The proposal was advertised in the Katikati Advertiser 5 December 2025. The public were able to submit until the closing date of 8 February 2026. (**Attachment 1**). There were 19 submissions received online, all in favour of the proposal. (**Attachment 2**)

5. Ngai Te Rangi, Ngati Te Wai, Te Whanau a Tauwhao ki Otawhiwhi were contacted for comment. At the time of writing this report no responses had been received.

6. The Waihī Beach Community Board were contacted via Governance Services for comment. At the time of writing this report no response had been received.

7. Following the completion of the public consultation period, any submissions or objections would need to be heard by Council in its capacity as the administrating body of the reserve. Council is now required to make a final decision. Council will need to pass a resolution to exercise its powers conferred on it by delegation under the Reserves Act 1977.

8. If approved, the lease will be varied to permit the operation of a café in accordance with Section 54(1)(d) of the Reserves Act 1977. At present, the Bowentown Beach Holiday Park lease is authorised under Section 54(1)(a), which restricts permitted use solely as a camping ground.

9. Any variation to BHL's lease shall be undertaken at their cost. The lease variation will incorporate the café's revenue into the lessee's total income turnover, which will influence the rent that Council receives. Additionally, the conditions will require that the café is operated in conjunction with the Holiday Park and not as a standalone entity. It may not be assigned independently to another party, nor may any portion of the business be subleased or contracted out separately.

10. The current lease term ends 2045 and is perpetually renewable subject to the original 1985 lease.

SIGNIFICANCE AND ENGAGEMENT

11. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

12. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

13. In terms of the Significance and Engagement Policy this decision is considered to be of low because the public will have the opportunity to make submissions or objections to the proposal through the prescribed public consultation process required under the provisions of the Reserves Act 1977. There are also no costs for the ratepayers as the applicant would pay for outgoings as part of the terms of the lease variation.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	**Planned Engagement/Consultation/Communication**	
Community Board	The Waihī Beach Community Board were contacted for comment. To date no response had been received.	Planned
Tangata Whenua	Tangata Whenua were contacted during the public consultation period for comment on the proposal. To date no responses have been received.	
General Public	19 submissions were received from the public in favour of the proposal (**Attachment 2**)	

ISSUES AND OPTIONS ASSESSMENT

Option A Council, as the administering body of the reserve and acting under its delegated powers pursuant to the Reserves Act 1977, **approves** entering into a variation of the Bowentown Holidays Limited lease to include café operations in accordance with section 54(1)(d) of the Reserves Act 1977.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	The café operation will provide opportunity to employ locals (staff, food producers, delivery providers). Supports the local economy. Enhance the enjoyment of recreational users of the adjoining reserve. There will be minor impact on the open space values of the reserve.
Costs (including present and future costs, direct, indirect and contingent costs).	All costs relating to the proposal will be met by the applicant. Council will receive a turnover based rental income.
Option B Council, as the administering body of the reserve and acting under its delegated powers pursuant to the Reserves Act 1977, **does not approve** entering into a variation of the Bowentown Holidays Limited lease to include café operations in accordance with section 54(1)(d) of the Reserves Act 1977.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Local economy not supported. Employment opportunities lost.
Costs (including present and future costs, direct, indirect and contingent costs).	No rental income received.

STATUTORY COMPLIANCE

Reserves Act 1977 –

Section 54 (1) (d)

Leasing powers in respect of recreation reserves (except farming, grazing, or afforestation leases).
Grant leases or licences for the carrying on of any trade, business, or occupation on any specified site within the reserve, subject to the provisions set out in Schedule 1 relating to leases or licences of recreation reserves issued pursuant to this paragraph provided that the trade, business, or occupation must be necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve.

Section 119 - Public consultation was undertaken as required by the Act.

Bowentown Domain (Recreation Reserve) is included in the Katikati - Waihī Beach Ward Reserve Management Plan. The Reserves Management Plan Generic Policy states:

P4 - Commercial Use Policy

Commercial use of reserves will not be allowed unless a formal concession is granted for a particular activity involving a specific site and times during which the activity may take place. Commercial use (including private or commercial access over a reserve) that conflicts with and/or limits the public use and enjoyment of the reserve or affects its amenity will not be permitted.

Where access over a reserve and use of its facilities provides for a commercial activity, such as use of a public boat ramp by commercial fishing boats and/or tourist related activities, Council will require payment of appropriate charges by the commercial user to assist in the maintenance and enhancement of the facility.

Explanation: Commercial use of reserves can detract from its public use and enjoyment or limit its potential to be used for its allocated purpose. In general, it is inappropriate for public land set aside for reserve purposes to be used for any commercial use. In some instances, however, commercial use can be accommodated without unduly impinging on the use and enjoyment of the reserve, in such cases Council will seek financial compensation for the use of public facilities for commercial gain.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	All costs relating to the proposal will be met by the applicant. Council will receive a turnover based rental income.

ATTACHMENTS

1. **Advertisement in Katikati Avertiser 5 December 2025**
2. **Submissions**



Bring hope back into Christmas

The Salvation Army's wraparound services offer vital support and heartfelt care to individuals and families facing hardship, at Christmas and throughout the year.

From food parcels and essential clothing to financial mentoring and emotional support, these services provide holistic help that restores dignity and hope.

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If you can, please give whatever you can.

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SalvationArmy.org.nz/Christmas
or call 0800 53 00 00

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Local Classifieds

Public Notices

Kaimai Views Reserve, Ōmokoroa - Notice of Intention to Exchange Part of the Reserve

Pursuant to Section 15 of the Reserves Act 1977, Western Bay District Council hereby gives public notice of its intention to consider an exchange of an area of Recreation Reserve (proposed Lot 4) for other land (proposed Lot 5), to be held as Recreation Reserve.

- Lot 4 - 173.5m², more or less, being part of Lot 253 DP 538477, which is Recreation Reserve to be transferred from Council to the owners of 340 Ōmokoroa Road as fee simple land.
- Lot 5 - 459.4m², more or less, being Section 1 SO 503077 to be transferred from the owners of 340 Ōmokoroa Road to Council as Recreation Reserve.

Area's are subject to final survey.

This proposal is to enable the owners of 340 Ōmokoroa Road who hold approval for a 3 lot subdivision to allow proposed Lot 1 gain direct access on to Sentinel Avenue.

Members of the public are invited to review the background of the proposal and submit any comments, or objections regarding the proposed land exchange:

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- **In Person** - Alternatively, provide feedback at the Ōmokoroa Library and Office, 28 Western Avenue, Ōmokoroa.

All submissions are to be received by **midnight Sunday, 8 February 2026.**

Miriam Taris
Chief Executive Officer

Mā tō tātou hapori
For our community
Western Bay of Plenty District Council

Notice of Intention to grant a variation to Holiday Park land lease of Council-Owned land to permit the incorporation of a café operation

Bowentown Holiday Park, Bowentown

Pursuant to the provisions of the Reserves Act 1977 the Western Bay of Plenty District Council proposes to grant a variation to an existing land lease with Bowentown Holidays Limited to allow, in addition to the holiday park operation, a café intended to serve both the users of the holiday park and the general public.

The current lease is subject to section 54(1)(a) of the Reserves Act 1977 (operation of a camping ground). The variation to the lease will allow the café to operate subject to section 54(1)(d) of the Reserves Act 1977 (carrying on of a business necessary to enable the public to obtain the benefit and enjoyment of the reserve or for the convenience of persons using the reserve). The café will operate within the current lease premises.

Members of the public are invited to review the background of the proposal and submit any comments, or objections regarding the proposed cafe:

- **Online at** www.yourplace.westernbay.govt.nz/proposed-cafe-bowentown-holiday-park
- **Email -** Send your feedback to: haveyoursay@westernbay.govt.nz
- **In Person -** Alternatively, provide feedback at the Te Ara Mātauranga – Waihī Beach Library and Community Hub

All submissions are to be received by **midnight of Sunday, 8 February 2026.**

Miriam Taris
Chief Executive Officer

Mā tō tātou hapori
For our community
Western Bay of Plenty District Council

Survey Responses

23 January 2014 - 11 February 2026

Feedback form

Your Place Western Bay of Plenty

Project: Bowentown Beach Holiday Park Café

GRANICUS

VISITORS	
33	

CONTRIBUTORS			RESPONSES		
19			19		
5	14	0	5	14	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

Respondent No: 1
Login: Registered
Responded At: Dec 05, 2025 13:05:47 pm
Last Seen: Dec 05, 2025 00:03:54 am

Q1. **Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2. **Please outline your thoughts to us on the proposal.**	To be honest, I thought there already was one there. There is nothing in Bowentown like a cafe, the nearest is Surf Shack past the yellow dairy. I think it's a good idea.
Q3. **I would like to present my feedback in person to Council in the new year.**	not answered
Q4. **First name:**	[redacted]
Q5. **Surname:**	[redacted]
Q6. **Business / Organisation (if applicable):**	not answered
Q7. **Email address:**	[redacted]
Q8. **Address:**	[redacted]
Q9. **Location:**	Athenree
Q10. **What year were you born?**	1960 - 1969

Respondent No: 2
Login: Unverified
Responded At: Dec 05, 2025 15:02:33 pm
Last Seen: Dec 05, 2025 15:02:33 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	There a very limited options for Bowentown residents without having to travel up main road. Would be nice to have the convenience of something local.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Bowentown
Q10.	**What year were you born?**	1950 - 1959

Respondent No: 3
Login: Unverified
Responded At: Dec 05, 2025 17:48:21 pm
Last Seen: Dec 05, 2025 17:48:21 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Great idea much needed at this end of the beach
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Waihi bea h
Q10.	**What year were you born?**	1970 - 1979

Respondent No: 4
Login: Unverified
Responded At: Dec 05, 2025 18:47:34 pm
Last Seen: Dec 05, 2025 18:47:34 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	not answered
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Hamilton
Q10.	**What year were you born?**	1980 - 1989

Respondent No:	5	**Responded At:**	Dec 05, 2025 19:40:02 pm
Login:	Unverified	**Last Seen:**	Dec 05, 2025 19:40:02 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	It would be a great idea to have a cafe in Bowentown given that there are no other cafes currently. It will be a big draw card for Bowentown.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Waihi beach
Q10.	**What year were you born?**	1990 - 1999

Respondent No: 6 **Responded At:** Dec 05, 2025 19:43:07 pm
Login: Unverified **Last Seen:** Dec 05, 2025 19:43:07 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Camp ground is run really well that little coffee shop is always busy. There is nothing down Bowentown end cafe wise. Good idea
Q3.	**I would like to present my feedback in person to Council in the new year.**	Yes
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Waihi beach
Q10.	**What year were you born?**	1980 - 1989

Respondent No:	7	**Responded At:**	Dec 06, 2025 07:16:57 am
Login:	Unverified	**Last Seen:**	Dec 06, 2025 07:16:57 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	not answered
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Bowentown
Q10.	**What year were you born?**	1960 - 1969

Respondent No: 8
Login: Registered
Responded At: Dec 07, 2025 08:36:39 am
Last Seen: Jan 08, 2026 10:04:29 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	They have already been operating a very small cafe/coffee shop there for the last few years that has been well used by the local community. I enjoy visiting this coffee shop with my family it has been a great asset to the community and I support it continuing.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	not answered
Q9.	**Location:**	Athenree
Q10.	**What year were you born?**	1980 - 1989

Respondent No: 9 **Responded At:** Dec 07, 2025 13:57:05 pm
Login: Unverified **Last Seen:** Dec 07, 2025 13:57:05 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	I think this is fantastic for the Waihi Beach/Bowentown community. I'm a huge supporter of this cafe.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Waihi Beach
Q10.	**What year were you born?**	1990 - 1999

Respondent No: 10 **Responded At:** Dec 07, 2025 14:05:08 pm
Login: Unverified **Last Seen:** Dec 07, 2025 14:05:08 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Absolutely in support. As regular stayers in Waihi Beach, having choice in the surrounding areas would be great and this would give us more reason to go down to Bowentown. The existing cafe there has probably out grown itself.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	not answered
Q10.	**What year were you born?**	1990 - 1999

Respondent No: 11 **Responded At:** Dec 09, 2025 10:22:27 am
Login: Unverified **Last Seen:** Dec 09, 2025 10:22:27 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Encouraging Destinations for people outside the area as well as locals is a good thing to promote revenue.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	not answered
Q8.	**Address:**	not answered
Q9.	**Location:**	Whakamarama
Q10.	**What year were you born?**	1960 - 1969

Respondent No: 12 **Responded At:** Dec 09, 2025 11:47:04 am
Login: Unverified **Last Seen:** Dec 09, 2025 11:47:04 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	not answered
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	not answered
Q10.	**What year were you born?**	1980 - 1989



Respondent No: 13
Login: Registered
Responded At: Dec 16, 2025 17:19:21 pm
Last Seen: Dec 16, 2025 04:09:19 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	We think it's an excellent addition to the community and would be very sad if we weren't able to get a coffee there when we cycle or run down to Bowentown.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	not answered
Q10.	**What year were you born?**	1960 - 1969

Respondent No:	14	**Responded At:**	Dec 18, 2025 13:55:06 pm
Login:	Registered	**Last Seen:**	Dec 18, 2025 00:53:49 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Awesome service to community at Bowentown
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Waihi Beach
Q10.	**What year were you born?**	1980 - 1989

Respondent No: 15 **Responded At:** Dec 18, 2025 15:38:46 pm
Login: Unverified **Last Seen:** Dec 18, 2025 15:38:46 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Having a cafe at the camp grounds has meant walkers bikers and locals as well as campers are able to enjoy great coffee and cabinet food in Bowentown. Each time I have been at the cafe it has been busy with happy people enjoying the cafe snd the setting. I strongly believe the proposal is passed.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Te Puke
Q10.	**What year were you born?**	1950 - 1959

Respondent No: 16
Login: Unverified
Responded At: Dec 23, 2025 12:11:29 pm
Last Seen: Dec 23, 2025 12:11:29 pm

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	This adds a facility that is needed ! the nearest cafe/ coffee shop is a considerable distance away . Other than the holiday season there would not be enough business to support a similar stand alone venture in this location, however when combined with the campground this will be more viable and likely to succeed
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	Minden
Q10.	**What year were you born?**	Before 1950

Respondent No: 17
Login: Registered
Responded At: Jan 09, 2026 18:23:56 pm
Last Seen: Jan 09, 2026 05:20:35 am

Q1. **Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?** Yes

Q2. **Please outline your thoughts to us on the proposal.**

As a very regular user of the bike trail I think it would be a great idea to have a cafe and im sure many other leisure seekers would use it as well [redacted]

Q3. **I would like to present my feedback in person to Council in the new year.** not answered

Q4. **First name:** [redacted]

Q5. **Surname:** [redacted]

Q6. **Business / Organisation (if applicable):** not answered

Q7. **Email address:** not answered

Q8. **Address:** not answered

Q9. **Location:** not answered

Q10. **What year were you born?** Before 1950

Respondent No: 18 **Responded At:** Jan 11, 2026 09:40:57 am
Login: Unverified **Last Seen:** Jan 11, 2026 09:40:57 am

Q1.	**Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?**	Yes
Q2.	**Please outline your thoughts to us on the proposal.**	Great idea. Love their initiative. Should definitely be supported.
Q3.	**I would like to present my feedback in person to Council in the new year.**	not answered
Q4.	**First name:**	[redacted]
Q5.	**Surname:**	[redacted]
Q6.	**Business / Organisation (if applicable):**	not answered
Q7.	**Email address:**	[redacted]
Q8.	**Address:**	[redacted]
Q9.	**Location:**	not answered
Q10.	**What year were you born?**	1960 - 1969

Respondent No: 19 **Responded At:** Feb 06, 2026 17:17:35 pm
Login: Unverified **Last Seen:** Feb 06, 2026 17:17:35 pm

Q1. **Bowentown Holidays Limited has requested permission from Council to operate a cafe from their leased premises, Bowentown Holiday Park. Do you support this proposal?** Yes

Q2. **Please outline your thoughts to us on the proposal.**

There's no cafes down south end of Waihi Beach so it is much needed. Also great for Coastguard, campers, iwi, boaties, beach goers and local business. Just got to make sure they have a trained barista, a good machine, use quality beans and can make a decent flat white.

Q3. **I would like to present my feedback in person to Council in the new year.** not answered

Q4. **First name:** [redacted]

Q5. **Surname:** [redacted]

Q6. **Business / Organisation (if applicable):** not answered

Q7. **Email address:** [redacted]

Q8. **Address:** [redacted]

Q9. **Location:** Athenree

Q10. **What year were you born?** 1970 - 1979

11.6 APPOINTMENT OF ALTERNATE LOCAL CONTROLLER FOR WESTERN BAY OF PLENTY DISTRICT COUNCIL

File Number: **A7097454**

Author: **Jo Lynskey, Team Lead Emergency Management**

Authoriser: **Brad Singh, General Manager Infrastructure Group**

EXECUTIVE SUMMARY

This report seeks Council's consent, under its delegated authority, in respect of appointing Bradley Singh and Matthew Leighton to the position of Alternate Local Controller - Western Bay of Plenty District Council. This will ensure that Council meets its responsibilities and obligations under the Civil Defence Emergency Management Act 2002. It also seeks to rescind the appointment of Adele Henderson as Alternate Local Controller.

RECOMMENDATION

1. That the Executive Assistant Infrastructure Group's report dated 26 February 2026 titled 'Appointment of Local Controller for Western Bay of Plenty District Council' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That, in accordance with the Civil Defence Emergency Management Act 2002, and the Bay of Plenty Emergency Management Group Policy for selection and appointment of Local Controllers and Local Recovery Managers, Western Bay of Plenty District Council:

    a) Acknowledges the change in role of Adele Henderson and recommends that her appointment to the position of Local Controller be rescinded; and

    b) Recommends to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Bradley Singh be appointed as Alternate Local Controller, Western Bay of Plenty District Council.

    c) Recommends to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Matthew Leighton be appointed as Alternate Local Controller, Western Bay of Plenty District Council.

BACKGROUND

1. Emergency Management Bay of Plenty's new policy for the appointment of Local Controllers and Local Recovery Managers requires a resolution from the manager's Local Council.
2. It is recommended that Bradley Singh and Matthew Leighton be appointed Alternate Local Controllers to meet our, Bay of Plenty Civil Defence Emergency Management Group, Local Controller requirements.
3. Acknowledges the change in role of Adele Henderson and recommends that her appointment to the position of Local Controller be rescinded

Bradley Singh

As the General Manager of our Infrastructure Group at Western Bay District Council, and with executive-level experience across local government, Bradley has a comprehensive understanding of the unique challenges and opportunities within an emergency response. Bradley's expertise lies in leading organisations through complex transportation programmes, ensuring effective risk management, and creating strategic pathways that align with organisational goals and vision. With experience within the Operations role of the CIMS structure, Bradley is aware of the requirements needed to fulfil the role of Alternate Local Controller.

Matthew Leighton

Matthew Leighton is recommended for appointment as Local Controller for Western Bay of Plenty District due to his emergency management experience and leadership capability; as Policy and Planning Manager, he oversees a team of analysts and advisors and has actively served as Planning Manager in the Emergency Operations Centre for five years, participating in annual exercises and responses including COVID-19 and Cyclone Gabrielle, as well as supporting partial activations and Incident Management Team operations, demonstrating strong knowledge of CIMS, strategic planning, and operational coordination, making him well-suited to fulfil statutory Controller responsibilities under the CDEM Act and upcoming Emergency Management Bill requirements.

SIGNFICANCE AND ENGAGEMENT

4. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.
5. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

6. In terms of the Significance and Engagement Policy, this decision is considered to be of low significance because this appointment is of an administrative nature to ensure more cover is provided within the Emergency Management roster.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
Relevant Staff	Following the outcome of Council's decision, the relevant parties will be informed.	Planned	Completed
Emergency Management Bay of Plenty			
Western Bay of Plenty District Council			

ISSUES AND OPTIONS ASSESSMENT

Option A

That, in accordance with the Civil Defence Emergency Management Act 2002, and the Bay of Plenty Emergency Management Group Policy for selection and appointment of Local Controllers and Local Recovery Managers, Western Bay of Plenty District Council:

a) Acknowledges the position change of Adele Henderson and recommends that her appointment to the position of Local Controller be rescinded; and

b) Recommends to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Bradley Singh be appointed as Alternate Local Controller, Western Bay of Plenty District Council.

c) Recommends to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Matthew Leighton be appointed as Alternate Local Controller, Western Bay of Plenty District Council.

Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	• Maintains Council's requirement to appoint a Local Controller.
Costs (including present and future costs, direct, indirect and contingent costs).	• Existing budgets. • The Civil Defence Emergency Management Act 2002 places obligations on Council to have trained

	recovery managers and for detailed recovery planning.
Option B That Council **does not**: a) Acknowledge the position change of Adele Henderson and recommends that her appointment to the position of Local Controller be rescinded; and b) Recommend to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Bradley Singh be appointed as Alternate Local Controller, Western Bay of Plenty District Council. c) Recommend to the Bay of Plenty Joint Civil Defence and Emergency Management Committee that Matthew Leighton be appointed as Alternate Local Controller, Western Bay of Plenty District Council.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Disadvantages: • There will be no additional capacity as Controllers, creating pressure on the existing Controllers and Emergency Management rosters. There would also be no succession plan in place.
Costs (including present and future costs, direct, indirect and contingent costs).	Costs to be covered through existing budgets.
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	Council would not meet the recent changes to the Civil Defence Emergency Management Act, which place greater obligations on Council to have trained recovery managers and for detailed recovery planning.

STATUTORY COMPLIANCE

7. The recommendation meets:
   - Legislative requirements/legal requirements;
   - Current council plans/policies/bylaws; and
   - Regional/national policies/plans.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
No new budget implications	

11.7 DRAFT POLICY FOR SETTING RENT FOR COMMUNITY ORGANISATIONS USING COUNCIL LAND OR BUILDINGS CONSULTATION

File Number: A7120120

Author: Danna Leslie, Senior Policy Analyst

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement of the reviewed Policy for Setting Land Rentals for Club Buildings on Council Land (proposed to be renamed as 'Policy for Setting Rent for Community Organisations using Council Land or Buildings'), and approval for public consultation.

RECOMMENDATION

1. That the Senior Policy Analyst's report dated 26 February 2026 titled 'Draft Policy for Setting Land Rentals for Club Buildings on Council Land for Consultation' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings, as set out in **Attachment 1** of this report, and the accompanying Statement of Proposal, as set out in **Attachment 2** be adopted for consultation, from 20 March 2026 – 20 April 2026.
4. That the Chief Executive is authorised to make any required editorial changes to the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings and/or Statement of Proposal.

BACKGROUND

1. The Policy for Setting Land Rentals for Club Buildings on Council Land ('the Policy'), adopted in 2017, relates to the management of Council-owned land and / or buildings through leases granted to clubs and community organisations across the district. The Policy formalised the process for calculation of ground rentals, providing transparency and consistency to the community and staff in lease administration.
2. The Reserves Act 1977 provides a framework for the management and utilisation of reserves. The Policy promotes compliance with the Reserves Act 1977 insofar as it is required to do so. The Policy is not a legislative requirement but is a tool to help meet Council's obligations under the Reserves Act 1977.

3. Not all land to which the Policy applies is classified as a reserve under the Reserves Act 1977.

4. When adopting the Policy in 2017, Council introduced the rental rates to be applied when calculating the annual rental amount for the building footprint of clubs and community organisations on Council land ($0.80m^2 GST inclusive), and any Council reserve land used exclusively by a club ($0.10m^2 GST inclusive). The implementation of these changes occurred over the following 5 years, and all leases capable of review and relevant to this policy have now been updated.

5. While the policy is used regularly and provides consistent decision making on the establishment and management of leases on Council land, since its adoption:

    a. the number of leases to which the policy is applied has increased from 27 to 53, and of these 15 are for Council owned buildings. The annual revenue is $27,903.51 as at February 2026,

    b. three buildings have been vacated by clubs and are now in Council ownership.

    c. neither the land rental nor the administration fee of $250 have been reviewed.

    d. while all but one of the leases provides for periodic review of the rent, neither the policy nor the leases include a mechanism / formula for determining the revised rent. There have therefore been no rent reviews.

    e. enquiries are received, on occasion, from existing or potential lessees, which sit outside of the policy guidelines.

6. These various issues and queries have prompted a review to ensure the Policy remains fit for purpose and continues to meet the needs of the community and Council.

Pre-engagement with Leaseholders

7. After a workshop with Councillors in December 2024 (**Attachment 5**), preliminary feedback was sought from current leaseholders on proposed changes to the current policy including a mechanism for rent review.

8. The current leaseholders (53) were contacted by email and feedback was received from 21 groups between 15 May and 19 June 2025. A summary of the queries asked, and feedback received can be found at **Attachment 3.**

9. The feedback provided has been considered in the proposed changes to the policy. If Council supported the proposed changes to the Policy, as drafted, the following should be noted:

    a. a review of rents in the future may not result in an uplift of rent.

    b. any change to rental amounts, now or in the future, would only be implemented on the next rent review dates specified in the individual leases.

c. the current, and proposed, rental rates do not cover the actual cost of staff time in lease administration. The balance of costs are met through rates funding.

Key Matters for Consultation

10. **Attachment 1** sets out the proposed changes to the policy. The document is track changes with additions or wording removals identified in red text.

11. **Attachment 2** provides a summary of the changes and would form the basis of consultation, alongside the draft policy.

12. There are 5 issues to be addressed in the proposed changes to the Policy, on which public engagement would be sought. These are:

a. **Review of rent** - The rates of rent for this policy were calculated in 2017 based on average calculations of the then current rents. As each of the tenants largely rely on fundraising and grants to deliver their valuable community services and meet their financial obligations, determining an uplift (if supported) would be difficult to rationalise against common rental formulae (such as market rent or a percentage of the land value or revenue). The proposed changes reflected in the policy instead reflect the General Consumer Price Index (CPI) from June 2017 to December 2025. These are outlined below:

	Current rent rates (February 2026)	**Proposed rent rates (July 2026)**	**Rationale**
Administration Fee	$250	$325	CPI = $331
Lease rate for Club building area	$0.80/m2	$1.05m/2	CPI = $1.06
Lease rate for exclusive land area	$0.10m/2	$0.15m/2	CPI = $0.13
Annual rental return	$27,309.51	$33,734.62	

Examples of how this might impact individual rents are shown below:

	Current Annual Rent	**Proposed Annual Rent**
Administration Fee only	$250	$325
Administration Fee Building footprint (250m2) Exclusive land area (1,000m2) Total Annual Rent	$250 $200 $100 $550	$325 $262.50 $150 $737.50

Administration Fee	$250	$325
Building Footprint (75m2)	$ 60	$ 78.75
Exclusive land area (0m2)	$ 0	$ 0
Total Annual Rent	$310	$403.75

b. **Rent review frequency and mechanism** – The leases generally provide for periodic rent reviews, but neither the leases nor the policy specifies a mechanism for determining a revised amount. The proposed changes to the Policy suggest that the rental amount will be subject to annual review as part of the Schedule of Fees and Charges (alongside the Annual Plan process). It is acknowledged that a review of the rent may not result in an uplift, however if an uplift in rent was supported the new rates would take effect for the lessees on their next rent review date (as specified in the individual lease documents).

While a CPI uplift has been proposed for the 2026/2027 Financial Year, a mechanism has not otherwise been specified in the draft policy. It is anticipated that Council will consider all relevant information at the time of a review and determine an appropriate change (if any).

The rent amounts have been removed from the draft policy, and will be set out in Council's Schedule and Fees and Charges.

c. **Recreation based commercial activities** – from time to time, enquiries are received about commercial and / or complimentary activities within existing community leases. Tenants are seeking either:

(i) Approval to undertake commercial activities within their lease; or

(ii) Approval to sublet to a third party who would undertake commercial activities.

Council leases do not have express terms regarding commercial activities, however Policy 4 and Policy 5 in the Reserve Management Plans (RMP) do not allow for commercial activity on a reserve unless specific criteria are satisfied. Extracts of Policy 4 and Policy 5 of the RMP are attached at **Appendix 4.** Some of Council's leases permit subletting and assignment, and others expressly prohibit it. The proposed changes to the Policy give Council discretion to consider applications for recreation based commercial activities on a case-by-case basis, subject to compliance with all relevant legislation and alignment with the Permitted Use of the premises.

d. **Rent for recreation based commercial activities** - The Administration Fee of $250 is payable by all lessees, without exemption. This fee relates to staff time in monitoring lease provisions each year, and engagement with the tenants, as required. While some lessees require significantly more staff time than others, the current fee allows for a small margin over 1 hour's work based on the rate of $225 per hour (as per the Schedule of Fees and Charges for 2025/26). This is unlikely to cover the cost of staff time across the portfolio. A distinct 'Administration Fee (commercial activity)' for any lease which includes an approved commercial activity of $550 is proposed. This is based on the standard Administration fee, plus an additional hour of staff time for lease administration and monitoring.

   If a subletting is approved, the rent payable by a community organisation may or may not result in an increase of revenue for Council. Additional staff time will however be required to ensure compliance with the lease provisions for the tenant and subtenant, and we anticipate assisting with enquiries from community organisations regarding managing their sub-tenant.

e. **Change of Policy Name** – There are currently 53 leases to which the policy is applied, 15 of which are for Council owned buildings. The policy name refers to club buildings only, and a minor edit to the policy name is proposed to clarify that the policy extends to both Council land and buildings.

   It is proposed that the policy name will be changed from Policy for Setting Land Rentals for Club Buildings on Council Land to the Policy for Setting Rent for Community Organisations using Council Land and Buildings.

<u>Other matters considered</u>

13. Feedback was requested from current tenants as to whether there should be a higher rental rate for tenants who lease Council owned buildings. While this was largely supported, in principle, no changes have been proposed to the Policy. The rationale for this is:

    (a) feedback from the current tenants highlighted the valuable community service provided by all tenants

    (b) while building insurance is maintained by the owner of the building, the lease otherwise provides, regardless of building ownership, that the tenant maintains the premises in the condition they were in at the commencement of the lease; and

(c) Council is approached from time to time seeking financial assistance for significant repairs to both Council and club owned buildings.

SIGNIFICANCE AND ENGAGEMENT

14. The Local Government Act 2002 (LGA) requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

15. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

16. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because no changes are proposed to the level of service, the decision is reversible and there is low financial impact.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

17. We are required to comply with the provisions of section 82 of the LGA, with consultation to occur from 20 March 2026 to 20 April 2026.

Interested/Affected Parties	**Completed/Planned Engagement/Consultation/Communication**		
Tenants and Leaseholders	Written (email) communication to all current leaseholders notifying of upcoming public consultation.	Planned	Completed
General Public	Public consultation would occur between 20 March and 20 April 2026, alongside the Annual Plan consultation.		

ISSUES AND OPTIONS ASSESSMENT

18. There are two options available for the Policy for Setting Land Rentals for Club Buildings on Council Land. These are:

(a) Adopt the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings, substantially in the form attached to this report, for consultation.

(b) Status quo – retain the Policy for Setting Land Rentals for Club Buildings on Council Land in its current form without amendment.

Option A Adopt the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings, substantively in the form attached to this report, for consultation.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Advantages • Ability to review the rental rates regularly to reduce the impact on rates contributions to this activity. • Clarity on recreation based commercial arrangements. • Enable community feedback on the proposed changes to the policy. Disadvantages • Potential uplift in rent for tenants.
Costs (including present and future costs, direct, indirect and contingent costs).	The consultation for the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings falls within existing budgets
Option B Status quo – retain the Policy for Setting Land Rentals for Club Buildings on Council Land in its current form, without amendment.	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Advantages • No change in rental arrangements for tenants. Disadvantages • No ability to review rental rates. • Continued requirement and growth of rates funding into this activity. • Uncertainty and inconsistency in consideration of applications for recreation based commercial activities.
Costs (including present and future costs, direct, indirect and contingent costs).	Retaining the Policy for Setting Land Rentals for Club Buildings on Council Land, without amendments falls within existing budgets.

STATUTORY COMPLIANCE

19. The recommendations in this report ensure compliance with the Local Government Act 2002 and the Reserves Act 1977.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
Review of Policy for Setting Land Rentals for Club Buildings on Council Land	All costs associated with the consultation of the Policy for Setting Rent for Community Organisations using Council Land and Buildings are included in current budgets.

ATTACHMENTS

1. **Draft Policy for Setting Rent for Community Organisations using Council Land and Buildings (Tracked)**
2. **Draft Statement of Proposal - Draft Policy for Setting Rent for Community Organisations using Council Land and Buildings**
3. **Feedback from Current Leaseholders (June - July 2025)**
4. **Western Bay of Plenty District Council Reserve Management Plan - Policies 4 & 5**
5. **Workshop Notes - Policy Setting for Land Rentals - 5 December 2024**

Council Policy

Western Bay of Plenty District Council

Policy for Setting ~~Land~~ Rent~~als~~ for Community Organisations using ~~Club~~ Council Land and Buildings ~~on Council Land~~

Relevant Legislation

Local Government Act 2002
Reserves Act 1977

1 Policy Objectives

- To promote fairness and equity ~~on Council reserve lease amounts~~ between clubs in the calculation of lease amounts for the use of Council land and buildings throughout the district; and
- To ensure additional club income, such as liquor licenses, are taken into account in setting lease rates.
- To provide transparency in the consideration of applications for recreation based commercial activities on Council land.

2 General Approach

2.1 The benefits of an active, healthy community are acknowledged in Council's Recreation and Open Space Strategy 2024-2034. Delivery of these outcomes sits not only with Council, but with various other partners, including Clubs and Community Organisations. Council also has rates remission policies for clubs and organisations. ~~Council's Recreation and Leisure Strategy 201444 supports the use of reserves by clubs and organisations as an important community resource. Additionally, Council has a rates remission policy for clubs and societies. Given the wide range of existing lease rates, t~~

2.2 This policy seeks to continue support of clubs and ~~societies~~organisations, while ensuring lease rental rates are ~~more~~ equitable between clubs which use Council land and buildings, while taking into account matters which may alter the standard amount such as:

- Historical lease issues
- Shared or single use facilities
- Availability for others to use the premises
- Approved recreation-based c~~C~~ommercial activities ~~potential~~
- Liquor licenses
- Public toilets contained within buildings

2.2 The scope of this policy does not include the following:

- Community Halls;
- TECT All Terrain Park
- Ground rental for the activity itself (i.e. the sports field), unless that area is used exclusively by the club; and Campgrounds.

3 Policy Criteria and Conditions

~~Standard Rental Amount: Lease Area~~ Rent

3.1 The rent for every lease of land or buildings shall include an annual administration fee, which will be determined by the nature of the activity. Council will set the administration fee in its Schedule of Fees and Charges.

3.2 In addition to the annual administration fee rent shall include a charge for the use of council land and / or buildings in accordance with either clause 3.3, 3.4 or 3.5.

3.3 The rates ~~which shall be~~ to be applied when calculating the land rental amount for the building footprint of ~~clubrooms~~ buildings on Council land, as well as any Council ~~reserve~~ land used exclusively by the club, shall be set by Council in its Schedule of Fees and Charges ~~is as follows:~~

Council Policy

Western Bay of Plenty District Council

~~Administration fee (p.a.) $250.00~~
~~Lease rate for club building area $0.80/m²~~
~~Lease rate for exclusive land area $0.10/m²~~

3.4 Exemptions:

The following groups shall be exempt from paying for land (beneath buildings or as exclusive use) referred to in clause 3.3:

- Coastguards and Surf Life Saving clubs;
- Scouts, Guides, and Veteran clubs; -
  Or similar organisations.

Note: The annual administration fee still applies to the above exempted clubs.

3.~~2~~5 Subject to receipt of Council approval, pursuant to clauses 4.5, 4.6, 4.7 and 4.8, if a club is :

(a) ~~Additionally a commercial rate will be payable for clubs~~ undertaking commercial activities (e.g. operating a restaurant open to the public); or

(b) subletting to an entity who delivers a recreation based commercial activity ~~.~~

~~A~~an appropriate commercial rate will be set on an individual basis~~,~~ and included in the lease agreement.

3.~~3~~ 6 Rent~~al~~ does not include ~~Pan~~ wastewater charges, Council rates, utilities, compliance costs or rubbish removal~~or UAC charges~~, which are payable in addition to the rental amount directly council or utility service providers.

4 Policy procedures

Review of Rent (including Administration Fee)

4.1 The rates for rent for the use of council land and buildings will be reviewed through the Council's Schedule of Fees and Charges process.

Council Policy

Western Bay of Plenty District Council

4.2 Rental amounts for each tenancy shall be reviewed as part of the agreed rent review period as specified in the relevant Lease Agreement.

Renewals

~~4.1 Rental amounts shall be reviewed as part of the agreed rent review period on the Lease Agreement~~.

4.~~2~~3~~-~~ The Reserves Act 1977 provides that Council may grant a renewal of a Lease on similar terms provided that it is satisfied that the terms and conditions have been complied with, that there is sufficient need for the recreational activity specified in the Lease, and that it is in the public interest that no other activity should have priority.

Approval of any commercial activity

4.5 Council may allow clubs to undertake commercial activities or sublet part of their premises to deliver a recreation based commercial activity.

4.6 Approval is at the sole discretion of the Council, and consideration shall be given to:

(a) The legal authority for Council to consider and approve an application;
(b) Consistency with relevant Council strategies policies and plans, including the relevant Reserve Management Plan;
(c) The effects the proposed activity may have on the use of the land and / or the buildings;
(d) Evidence of demand and support for the proposed activity from the community
(e) The anticipated returns from the proposed activity and the extent those returns will benefit the community or community organisation.

4.7 The applicant shall be responsible for all costs associated with the application and implementation of any approval given.

Council Policy

Western Bay of Plenty District Council

4.8 Any changes to the terms of a lease agreement as a result of approval being given shall be recorded in writing prior to commencement of any commercial activity or recreation based commercial activity.

Implementation ~~of new policy~~

~~4.3 This policy was adopted on 15 June 2017, and shall be reviewed within 5 years of coming into effect.~~

4.~~4~~ 9 Any changes to rent rates (from time to time) ~~This Policy~~ shall be implemented at the next rent review period included within each Lease Agreement. ~~, provided that such implementation will occur over 5 years at a rate of 20% each year towards the new rental amount.~~

~~4.5~~

~~Where the next lease renewal is more than 5 years after this policy comes into effect, the Lessee shall be informed of the intended change on adoption of this policy, and the new lease amount applied on renewal (i.e. with no gradual adjustment).~~

Compensation

4.~~6~~ 10 The Reserves Act 1977 requires that on the termination of a Lease, all land and improvements revert to Council without compensation payable to the Lessee

Termination

4.~~7~~ 11 The Reserves Act 1977 provides that the land leased must be solely used for the purposes for which it is leased. Council may require a Lessee to explain other uses being made of the property or premises, and if it is not being sufficiently used for the specified purpose, may terminate the Lease on such terms as Council approves.

Low Start and Remission of Rental

4.~~8~~ 12 Council retains the right to be able to vary rentals in the case of hardship and be able to change the basis on which a club is charged rentals, if during the term of the Lease, the club's earning capacity increases or decreases. This could be done at the time of rental reviews, and is at Council's sole discretion upon a written application evidencing the Club's financial status.

Council Policy

Western Bay of Plenty District Council

4.~~9~~ 13 Where clubs are expending large sums of money on improvements, Council can apply a low start rental for an agreed number of years to aid the club's cash flow.

5 Associated Policies

- ~~☒~~Rates remission for land used for games or sports.
- Multiple Pan Wastewater Remissions Policy

Group	Infrastructure Services	**Contact (3rd Tier Manager)**	Reserves and Facilities Manager
Supersedes	Reserves Leasing Policy (adopted 27 February 1991)		
Creation Date	~~15 June 2017~~[ ] 2026	**Resolution Reference**	~~PP4.4~~ [ ]
Last Review Date	~~n/a~~15 June 2017	**Resolution Reference**	
Review Cycle	Five yearly	**Date**	~~15 June 2022~~[ ] 2031
Authorised by	~~Policy Committee~~Council	**Date**	~~15 June 2017~~[ ]2026

Western Bay of Plenty District Council

Mā tō tātou takiwā For our District

DRAFT Policy for Setting Rent for Community Organisations using Council Land and Buildings

Statement of Proposal

1. Introduction

Council supports community organisations and clubs through providing land (and sometimes buildings) to lease to set up club rooms, host club events and similar activities. We are looking at our policy setting around this to make sure they are still relevant and want to hear your thoughts.

We are looking at:

- Updating the Policy name;
- Reviewing the rents;
- The frequency and mechanism of future rent reviews; and
- How recreation based commercial activities might be considered (and the linked rent).

2. Background

The Reserves Act 1977 provides a framework for the management and utilisation of reserves. The Policy for Setting Land Rentals for Club Buildings on Council Land promotes compliance with the Reserves Act 1977 insofar as it is required to do so. The Policy is not a legislative requirement but is a tool to help meet Council's obligations under the Reserves Act 1977.
The Policy was adopted in 2017 to provide consistency and transparency to rental rates charged to community organisations using Council Land. Neither the policy nor the rates specified in the policy have been reviewed since its adoption. We have undertaken a review of the policy to make sure it is fit for purpose and continues to meet the needs of the community and Council.

3. Reasons for the Proposal

While the policy is used regularly and provides consistent decision making in the establishment and management of leases on Council land, since its adoption:

(a) neither the policy nor the rates specified in this policy have been reviewed;
(b) the amount of time for lease administration required by each lessee varies, with some tenants requiring significantly more resource than others. Any costs of lease administration which are not covered by the rent, are met by the ratepayer;
(c) there is an increased number of Council owned buildings subject to the policy; and
(d) from time-to-time enquiries are raised which require a bespoke approach.

For these reasons a review of the policy has been undertaken, and some of the issues identified can be appropriately addressed through amendments to the policy.

4. Summary of Proposed Changes

The full set of proposed amendments to the draft Policy for Setting Rent for Community Organisations using Council Land and Buildings are attached at the end of this document.

Change of Policy Name

There are currently 53 leases to which the policy is applied, 15 of which are for Council owned buildings. The policy name refers to club buildings only, and a change to the policy name is proposed to clarify that the policy extends to both Council land and buildings.

It is proposed that the policy name will be changed from Policy for Setting Land Rentals for Club Buildings on Council Land to Policy for Setting Rent for Community Organisations using Council Land and Buildings.

Review of rent

The rates of rent for this policy were calculated in 2017 based on average calculations of the then current rents and have not been reviewed since this date. An uplift in the rent rates is proposed in line with the General Consumer Price Index (CPI) from June 2017 to December 2025. The proposed rates are as follows:

	Current rent rates (February 2026)	**Proposed rent rates (from July 2026)**	**Rationale**
Administration Fee	$250	$325	CPI = $331
Lease rate for Club building area	$0.80/m2	$1.05m/2	CPI = $1.06
Lease rate for exclusive land area	$0.10m/2	$0.15m/2	CPI = $0.13
Annual rental return	$27,309.51	$33,734.62	

Examples of how this might impact individual rents are shown below:

	Current Annual Rent	**If supported, proposed Annual Rent**
Administration Fee only	$250	$325
Administration Fee Building footprint (250m2) Exclusive land area (1,000m2) Total Annual Rent	$250 $200 $100 $550	$325 $262.50 $150 $737.50
Administration Fee Building Footprint (75m2) Exclusive land area (0m2) Total Annual Rent	$250 $ 60 $ 0 $310	$325 $78.75 $ 0 $403.75

Rent review frequency and mechanism

It is proposed that the rent rates will no longer be recorded in the policy, but will instead be recorded in the Council's Schedule of Fees and Charges, which means that it can be reviewed on a regular basis. This would be on an annual basis alongside the Annual Plan process.

There is no requirement for Council to increase the rent on review, but they will consider this more regularly than has previously occurred. If Council did agree to increasing the rent rates through this process, the increase would not take immediate effect for the tenant, but would be applied at the next rent review date which is specified in their lease.

An increase based on CPI has been proposed in this review, but for future reviews, we are not proposing a specific formula. Instead, it is proposed that Council will consider all relevant information and determine what change (if any) is required to rent rates.

Recreation based commercial activities

We are proposing changes to the policy which make it clearer what types of commercial activities would be considered by Council. While any application would be assessed based on the specifics of the land, the relevant laws and the existing and proposed activities, the proposed changes make it clear that activities should be recreation based and not be detrimental to the community or the land. The proposed changes also make it clear that approval or not, is at Council's discretion.

Rent for recreation based commercial activities

Where Council supports a recreation based commercial activity, we are proposing a higher Administration Fee for the lease. This fee relates to staff time in monitoring lease provisions, and engagement with the tenants. While some lessees require significantly more staff time than others, any time not covered by the Administration Fee is met by the ratepayer – we are intending to address this where a commercial activity is occurring. An Administration Fee (commercial activity) of $550 is proposed, and this is based on the Administration fee for standard users, plus an additional hour of staff time for lease administration and monitoring.

This Administration Fee (commercial activity) will be recorded in Council's Schedule of Fees and Charges, and will be reviewed annually alongside the Annual Plan process.

5. Have Your Say

We need your feedback by 5pm, 20 April 2026.

Please tell us your thoughts on the proposed changes. You can do this by:

- Entering it online at: https://yourplace.westernbay.govt.nz/
- Posting it to: Your place, Western Bay of Plenty District Council, Private Bag 12803, Tauranga 3143.
- Emailing it to: yourplace@westernbay.govt.nz
- Delivering it to:
  - Western Bay of Plenty Barkes Corner Office, 1484 Cameron Road, Greerton
  - Te Puke Library and Service Centre, 130 Jellicoe Street, Te Puke
  - The Centre – Pātuki Manawa, Katikati Library, Service Centre and Community Hub, 21 Main Road, Katikati
  - Te Ara Mātauranga, Library and Service Centre, 106 Beach Road, Waihī Beach
  - Ōmokoroa Library and Service Centre, 28 Western Avenue, Ōmokoroa
- Register to speak – If you would like to speak to your feedback to all of Council, in person, please contact yourplace@westernbay.govt.nz by 20 April 2026 to secure a timeslot.

Feedback forms are available online, at our service centres listed above on request, or through calling the Council (07 571 8008) to request a hard copy.

Giving effective feedback
Online and hard copy submission forms provide the opportunity to express. your views on the proposed changes.

Period for feedback opens: 20 March 2026
Period for feedback closes: 20 April 2026

6. What happens next

Council will acknowledge in writing or by email (if provided) the receipt of your feedback and all feedback will be considered through Council's deliberations process.

If you indicate that you wish to speak to your submission, then Council staff will be in touch to organise a date and time for this to take place.

All submitters who provide email or postal details will be notified of our decisions.

Attachment 1

Draft Policy for Setting Land Rentals for Club Buildings on Council Land

Feedback from current leaseholders

An email was sent to the 53 current leaseholders giving context and seeking feedback before any amendments are made to the policy. A summary of the questions asked, and feedback received from 21 of those leaseholders between 15 May – 19 June 2025 is below.

(a) Should Council review the rent annually?

- 71% (15 submitters) indicated they did not support an annual rent review, and 24% (5 submitters) did.
- Of those who did not support an annual rent review, 60% (9 submitters) suggested longer review periods of 3-5 yearly.
- The feedback for not supporting annual reviews included:
  - The cost and administrative burden to clubs and council
  - Uncertainty and stress in budgeting
  - Doesn't value the unique role of community organisations and the services they deliver for public good
- The feedback for supporting annual rent reviews included:
  - Acknowledging property demand may change
  - A request that the tenant liaise with Council to determine what is fair and reasonable
  - Market rent differences should not be passed onto community organsiations.

(b) Do you support a higher rental rate for tenants who lease Council owned buildings than community owned buildings?

- 46% (10 submitters) supported a higher rate, while 36% (8 submitters) did not. 4 people (18%) did not respond to the yes/no part of this question, and one person answered both yes and no.
- Feedback included the following:
  - Council should value the activity provided to the community, and distinguish between those who deliver service contracts
  - Rent should reflect building quality, history and maintenance requirements
  - Council should consider capital investment by the tenant, regardless of ownership
  - This should be considered on a case-by-case basis, but if council takes care of the building maintenance, the higher rent is supported

(c) Do you think that Council should consider recreation based commercial activities in Council or community-owned buildings?

- 86% (18 submitters) supported this, and 14% (3 submitters) did not respond.
- Feedback included the following:
    - The activity should be aligned with the reserve and/or tenant organisation, promoting community good
    - The activity should not affect local businesses or the local business community
    - Any income should contribute to building maintenance and upkeep
    - Council should consider passive income as well (i.e. billboards)
    - Council assets should primarily be used for organisations that serve the community, enabling community focussed initiatives.

(d) Do you support Council charging a higher administration fee for leases which included recreation-based commercial activities?

- 46% (10 submitters) did not support this, and 40% (9 submitters) did support this approach.
- 2 submitters responded with 'not necessarily' which was counted as 'no'. Their rationale being that council should only charge an administration fee that reflects the reasonable cost of providing the service.
- Feedback also included the following:
    - Consideration should be given to the scale of the commercial activity
    - Increased rates should only be applied where a profit is made
    - Aim to charge a reasonable cost, but not compromise the success of the activity
    - Assumption that any profit would be returned to the organisation, community or space.
    - Council shouldn't benefit from bar takings, gate sales etc.

Policy 4 - Commercial Use

Commercial use of reserves will not be allowed unless a formal concession is granted for a particular activity involving a specific site and times during which the activity may take place.

Commercial use (including private or commercial access over a reserve) that conflicts with and/or limits the public use and enjoyment of the reserve or affects its amenity will not be permitted.

Where access over a reserve and use of its facilities provides for a commercial activity, such as use of a public boat ramp by commercial fishing boats and/or tourist related activities, Council will require payment of appropriate charges by the commercial user to assist in the maintenance and enhancement of the facility.

Explanation: Commercial use of reserves can detract from its public use and enjoyment or limit its potential to be used for its allocated purpose. In general it is inappropriate for public land set aside for reserve purposes to be used for any commercial use. In some instances, however, commercial use can be accommodated without unduly impeding the use and enjoyment of the reserve. In such cases Council will seek financial compensation for the use of public facilities for commercial gain.

Policy 5 - Concessions

The temporary or permanent private commercial use of public reserves will generally not be permitted.

From time to time, however, Council may determine that a commercial activity is complementary to the purpose of a particular reserve, will assist in the public use and enjoyment of the reserve, is compatible with or will avoid or mitigate any potential adverse effects on neighbours and will not adversely affect the general character and amenity of the reserve. In such cases Council may determine that it is appropriate to provide for the activity by way of a concession.

Any concession for use of a reserve will:

- Define and limit the area within which the activity is to be carried out.
- Specify the times (over the year and during the day) during which the concession can operate.
- Specify the nature of the activities the concession operator can provide.
- Define the signage (if any) permitted in association with the concession.
- Specify the fee or bond amount.

Concessions will not provide for the exclusive use of any part of a reserve and will not function to the disadvantage of general public use of the reserve.

Any concession permitted by Council will be specific to the operator identified and will not be transferable.

Any concession granted by Council will be for a specified period with no automatic rights of renewal.

The following criteria will be used to assess any concession applications received:

- The extent to which the proposed activity is compatible with the designated purpose and use of the reserve.
- The extent to which the proposed activity will assist the public use and enjoyment of the reserve and not disadvantage other users.
- The compatibility of the proposed activity in relation to neighbouring properties and the ability for any adverse effects on neighbours to be avoided, remedied or mitigated.
- The extent to which the proposed activity will impede on the physical attributes and spatial qualities of the reserve.
- The need for permanent structures that could detract from the character of the reserve when the concession is not in operation.

Any application to operate commercial activities on a reserve should be made to the Reserves and Facilities Manager, Western Bay of Plenty District Council in writing and include information in relation to:

- A description of the proposal and its proposed location within the reserve.
- A description of the potential effects of the proposed activity and the methods to be employed to avoid, remedy or mitigate adverse effects on reserve users and/or neighbours (i.e. noise from generators).
- The duration of the activity (hours of operation, days over which the concession will function and period of the year over which it will operate).
- The experience and resources of the concessionaire to successfully operate the concession.

Council will charge a levy for the commercial use of reserves. A bond will also be required for any commercial activities for which concessions are granted.

The applicant concessionaire will be responsible for ensuring that they fully comply with and receive any necessary consents in relation to the Resource Management, Building, Health and Safety at Work Act and other relevant Acts as well as the District Plan and comply with any relevant bylaws.

Explanation: Public reserves are for the use and enjoyment of the community. In general reserves provide respite from commercial facilities and provide opportunities for families, groups and individuals to pursue recreational activities away from commercial environments. From time to time, however, there will be temporary and/ or permanent commercial activities that are fully compatible with the purpose of the reserve and that can assist or enhance the use and enjoyment of the reserve for a significant number of reserve users. Council will consider applications for concessions on reserves and where appropriate provide for such activities as an adjunct to the reserve.

STRATEGY AND POLICY COMMITTEE WORKSHOP

DATE:	Thursday 5 December 2024 at 12.20pm
HELD:	Council Chambers
TOPICS:	4. Policy for Setting Land Rentals for Club Buildings on Council Land - Scoping
GENERAL MANAGER RESPONSIBLE:	R Davie (Deputy CEO/General Manager Strategy and Community)
FORUM MEMBERS PRESENT:	Mayor J Denyer, Cr G Dally, Cr M Grainger, Cr A Henry, Deputy Mayor John Scrimgeour and Cr A Wichers.
VIA ZOOM:	Cr R Joyce
APOLOGIES:	Cr L Rae, Cr D Thwaites, Cr M Murray-Benge and Deputy Mayor John Scrimgeour
STAFF IN ATTENDANCE:	J Holyoake (Chief Executive Officer), R Davie (Deputy CEO/General Manager Strategy and Community), C Crow (General Manager Infrastructure Services), A Curtis (General Manager Regulatory Services), A Henderson (General Manager Corporate Services), E Watton (Strategic Policy and Planning Programme), M Leighton (Policy and Planning Manager), D Leslie (Senior Policy Analyst), H Wi Repa (Governance Systems Advisor) and R Leahy (Senior Governance Advisor)
VIA ZOOM:	P Watson (Reserves and Facilities Manager)

Policy for Setting Land Rentals for Club Buildings on Council Land - Scoping
INTRODUCTION The Senior Policy Analyst supported by the Policy and Planning Manager facilitated a discussion regarding the policy settings for land rentals for club buildings on Council land. The policy was adopted in 2017 and was aimed at regularising the application of charging

rent. There was now an opportunity for the policy to be reviewed and consider some issues that had arisen since its inception. The policy affected 53 leases that generated an annual income of $26,941.81. There were also an additional two commercial lease arrangements.

SUMMARY OF KEY THEMES

Lease Charges

Concerns were raised about balancing the public benefit of clubs and the need to cover costs of the leases, noting the current settings were unlikely to cover costs. There was a need to create fairness and equity between clubs, however, it was not appropriate to charge high lease costs to small clubs. Councillors felt it was important for Council to empower communities by supporting groups and clubs.

12.41pm Deputy Mayor John Scrimgeour entered the workshop.

Some Councillors felt that the lease charges should be included in the schedule of fees and charges and reviewed on an annual basis through the Annual Plan. It was unlikely that the charges would increase substantially as there was a desire to keep costs low for clubs.

Council Building Usage and Policy

Councillors discussed the policy regarding council-owned buildings and their usage by clubs and community organisations. The intention of the policy was to cover club buildings on Council land, but since its adoption in 2017, several buildings had transferred from clubs or community organisations into Council ownership. Councillors felt that Council should be equitable and indicated that there should be a distinct rate for any Council owned building that was leased.

Sub-letting Council-owned premises

Some lessees had approached Council about sub-letting their premises to a third party to provide a commercial activity at the premises. The current policy did not specify a position on this issue. Councillors felt that Council / the Policy should enable but not encourage subletting as it could be seen as anti-competitive, however, there should be provision for sub-letting where a genuine case could be made and considered by Council. It would be appropriate to consider commonsense, fair usage of the property and increasing the rent of the premises.

Council currently charged an administration fee of $250 to the community organisations that lease a Council-owned premises. Councillors supported exploring charging a distinct administration fee for a commercial sub-lease provided it wasn't complex. It was noted that the current administration fee was not a full cost recovery model. <u>Exemptions to the Policy</u> Councillors discussed groups that were exempt from the policy. It was generally agreed that that it would be very difficult to rework the list for groups exempt from the policy, therefore there was support to keep the current list.

DIRECTION	RESPONSIBLE
• Councillors preferred moving the lease charges to the schedule of fees and charges that could be reviewed through the Annual Plan process. • Councillors preferred a distinct rate for occupying a Council building on Reserve land. • Councillors preferred staff to investigate enabling allowing clubs to sub-let a Council-owned premises and charge a separate administration fee. • Councillors preferred keeping the status quo regarding the exemptions listed in the policy.	Senior Policy Analyst

This workshop discussion finished at 1.20pm.

11.8 DELEGATION OF DECISION-MAKING AND UPDATE TO POLICY FOR FACILITIES IN THE COMMUNITY FUND 2026/27

File Number: A7116794

Author: Samantha Pottage, Senior Recreation Planner

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

1. This report seeks adoption of the updated policy for the Facilities in the Community Fund. This reflects changes following an internal review of the policy and previous applications.
2. Approval to open the Facilities in the Community Fund for applications is also sought.
3. This report also seeks that Council establishes a 'Facilities in the Community Working Party' with the appropriate delegation of decision-making powers, in order to enable timely distributions of grants from the Facilities in the Community Fund, to successful applications for the 2026/2027 period.

RECOMMENDATION

1. That the Senior Recreation Planner's report dated 26 February 2026 titled 'Delegation of decision-making and update to policy for Facilities in the Community Fund 2026/27' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council adopt the revised Facilities in the Community Fund Policy as provided within **Attachment 1**: *Proposed updates to the Facilities in the Community Fund Policy V1 - track changes*
4. That Council approves for the Facilities in the Community Fund to be opened for applications between 20 March and 20 April 2026.
5. That, pursuant to Clause 32 Schedule 7 of the Local Government Act 2002, Council delegates Councillor Sole, Councillor Coxhead and Councillor Dally, the power to make decisions in respect of applications to the Facilities in the Community Fund 2026/27, including but not limited to the following powers:
    i. To award grants according to the purpose and guidelines of the Facilities in the Community Fund 2026, within the allocated contestable budget of $116,812.

BACKGROUND

4. Every two years, Council seeks applications for community led projects that add to or develop community managed facilities that are used by the public, but not necessarily on public land. This includes facilities run by sports clubs, schools and volunteer organisations.

5. Generally, these projects must show a clear linkage to growth, since the fund is funded from Financial Contributions. These are charges to developers to recognise the increased demand that comes from subdivision and new developments.

6. The last round of successful applicants in 2024 included:

   (a) Katikati Agricultural and Pastoral Society Inc;

   (b) Katikati Community Toy Library;

   (c) Summerhill Charitable Trust;

   (d) Te Puke Pony Club;

   (e) Te Ranga School;

   (f) Te Paamu Sports Club;

   (g) Whakamārama School.

7. Council has made available the 'Facilities in the Community Fund', which is a contestable fund of around $100,000 let every two years. The fund is enabled through the collection of Financial Contributions for Reserves, of which approximately 2% per annum go towards this fund. For the 2026 round, the fund has a total allocation amount of $116,812 ($56,540 for 2024/2025 and $60,272 for 2025/26).

8. Through the 2024 round, the Working Party approved seven applications. Ten applications were declined due to not meeting the criteria. Some of these were referred to the Community Matching Fund.

PROPOSED UPDATES TO POLICY

9. The Facilities in the Community Fund Policy was adopted in 2001 by the Strategy and Policy Committee. In 2008, the Policy and Planning Committee amended the policy to change the distributions of funds from yearly to bi-yearly. The policy was reviewed and amended again in 2015, to remove the requirement for funding distribution to be formally consulted upon.

10. This report seeks adoption of the revised Facilities in the Community Fund Policy.

11. The proposed updated Facilities in the Community Fund Policy is provided as Attachment 1: *Proposed updates to the Facilities in the Community Fund Policy - track changes*. Additions are shown in red underlined text, and deletions shown in ~~red strike-through text~~.

12. It is intended that updating the policy criteria and conditions will help guide the Working Party in its decision-making of applications, while also setting clear criteria for applicants to apply. The following updates are proposed:

    - Removing text that limits applications to non-Council owned land.
    - Include new conditions for applications managed by organisations external to Council that are on Council owned land.
    - Updates to refer to the relevant strategies and goals of the 2024-2034 Long Term Plan.
    - Updates to criteria text to make it clear that the criteria in the policy will help guide the decision-making process for applications.
    - Updates to providing quotes as part of the application requirements
    - Updates to the delegation to allow for staff to approve carryover funding for two years.

13. The Facilities in the Community Fund Policy has a three yearly review cycle. As mentioned above, no changes have been made to this policy since 2015. An internal review was carried out looking at the volume of applications received, reasons for accepting or declining applications and whether the policy is consistent with Council's plans and strategies (such as direction in the Long Term Plan and Financial Contributions Policies).

14. Throughout the past six funding cycles, the number of applications received is showing an increasing trend. The following applications have been received since 2014:

    - 2014-9 applications
    - 2016-14 applications
    - 2018-11 applications
    - 2020-funding was cancelled and was used instead for the Community Resilience Fund 2020
    - 2022-5 applications
    - 2024-17 applications

    With a higher number of applications being considered, updating the policy prior to opening the fund for applications provides opportunity to strengthen the intent of the fund, while also recognising that more applications received allow the Working Party to choose from a selection of applications to grant the best fit, optimising recreation facilities in areas that need it most.

15. A key theme identified was that applications were being declined for being on Council-owned land in accordance with the current policy requirements. Some of these applications are referred to the Community Matching Fund. Unless applicants can match the funding, they apply for, they won't meet the criteria for this fund either.

16. Reviewing the policy also identified changes that would improve consistency with Long Term Plan strategies.

17. A detailed options analysis considering changes to the Policy has been undertaken and is provided in this report as Attachment 2: *Options Analysis for updating the Facilities in the Community Fund Policy.* The following options were assessed:

    - Option 1: Make changes to the Facilities in the Community Fund Policy (**recommended**).
        - **1A:** Allow for community-led initiatives managed by organisations that are external to Council on Council owned land to be considered for application funding.
        - **1B:** Updates to refer to the 2024-2034 Long Term Plan strategies and goals (where relevant).
        - **1C:** Update the delegations to allow for Council staff to approve carry over allocated funding for successful applicants for up to two years.
    - Option 2: Make no changes to the Facilities in the Community Fund Policy (**not recommended**).

CONSIDERATION TO CONSULT ON REVISED POLICY

18. Consultation on the revised policy is not considered necessary for the following reasons:

    - There are no changes to the eligibility standards that applicants must meet to be considered for funding with the exception that recreational facilities on Council land are now open to consideration (should Council adopt the recommendation to include Council reserve land).
    - Community and stakeholder views on including community-led initiatives on Council land is known based on previous applications received for funding on Council land.
    - For proposals on Council land, additional conditions are included to ensure that funding is appropriate. This is to recognise that funding is primarily for non-Council land but allows for an avenue of consideration for external organisations if there are gaps in funding for recreational facilities on Council land that meet the relevant criteria.
    - There are no materially different changes to the policy criteria and conditions as it relates to application proposals on non-Council reserve land. The changes proposed are to better align with Long Term Plan goals and help guide the decision-making process in line with the listed criteria and conditions.
    - Updating the delegations to allow for staff to approve carryover funding for two years is an administrative task where allocated funding has not been utilised within the year it was granted.

FACILITIES IN THE COMMUNITY FUND WORKING PARTY

19. It is requested that Council nominate Councillors representing each Council Ward to form the Facilities in the Community Fund 2026 Working Party.

20. In 2024, Councillor A Wichers (representing the Te Puke-Maketu Ward), Councillor D Thwaites (representing the Kaimai Ward) and Councillor A Henry (representing the Katikati-Waihi Beach Ward) oversaw the distribution of the Facilities in the Community Fund.

21. The Facilities in the Community Fund is planned to be open to receive applications from 20 March until 20 April 2026. The Working Party will meet in June to make decisions on applications. Applicants will be advised of the outcome thereafter.

22. Council will receive an information report of allocations made by the Working Party from the Facilities in the Community Fund in July 2026.

SIGNIFICANCE AND ENGAGEMENT

23. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

24. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

25. In terms of the Significance and Engagement Policy this decision is considered to be of low significance for the following reasons:

    i. The appointment of a Working Party is essentially an administrative manner to ensure the timely distribution of funds.

    ii. The Long Term Plan and the Annual Plan have accounted for the funding for the Facilities in the Community Fund.

    iii. As detailed in paragraph 18 of this report, changes to the Facilities in the Community Fund Policy are of limited scope where consultation is deemed unnecessary.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication	Planned	Completed
Community Groups	Known community groups with a potential interest in the fund will receive targeted communications.		
Tangata Whenua	Tangata Whenua that have recreation facilities that are accessible to the community are welcome to apply to for this fund, and would be considered as part of the above-mentioned community groups.		
General Public	The grant availability and details of the application process will be advertised through Council's usual communication channels. Final decisions will be communicated through media channels, following working-party decisions.		

ISSUES AND OPTIONS ASSESSMENT

26. Council can consider the following options:

- **Option 1:** Adopt the revised policy, open funding for applications and appoint a Working Party (**recommended**).
- **Option 2:** Not adopt the revised policy, open funding for applications and appoint a Working Party.
- **Option 3:** Not adopted the revised policy and do not open the fund for applications.

27. As mentioned previously in this report, a detailed assessment of updating the policy is provided within the options analysis assessment provided in Attachment 2.

Option 1 Adopt the revised policy, open funding for applications and appoint a Working Party (**recommended**)	
Advantages	**Disadvantages**
• Allows for the budget allocation of funding to be used for its intended purpose. • Working Parties have been successful in the past in their	• None identified.

deliberations creating positive outcomes for the community. • Updating the policy prior to opening funding will allow the Working Party to make decisions in line with the reasonings and recommendations outlined in this report.	
Option 2 Not adopt the revised policy, open funding for applications and appoint a Working Party.	
Advantages	**Disadvantages**
• As above, allows for the funding to be used as intended and that the establishment of a Working Party is suitable for making decisions on applications.	• Not adopting the revised policy would create misalignment with the 2024-34 Long Term Plan.
Option 3 Not adopted the revised policy and do not open the fund for applications.	
Advantages	**Disadvantages**
• None identified	• Not adopting the revised policy would create misalignment with the 2024-34 Long Term Plan Strategies. • The budgeted allocation of funding is not utilised as intended by the Annual Plan and Long Term Plan.

STATUTORY COMPLIANCE

28. Council's delegation of decision-making power to the 'Facilities in the Community' Working Group in respect of applications to the Facilities in the Community Fund 2026/27 is in accordance with Clause 32 Schedule 7 of the Local Government Act (LGA) 2002.

29. The Facilities in the Community Fund will be undertaken in line with the Facilities in the Community Fund Policy, and is consistent with the goals and approach of the Recreation and Open Space Activity Plan and the Community Facilities Activity Plan within the Long Term Plan.

FUNDING/BUDGET IMPLICATIONS

30. There are no funding or budgeting implications for opening the Facilities in the Community Fund as this fund is provided for within the Long Term Plan and Annual Plan.

Budget Funding Information	Relevant Detail
$116,812	$116,812 has been allocated to the Facilities in the Community Fund for the 2026/27 funding round.

ATTACHMENTS

1. **Proposed updates to the Facilities in the Community Fund Policy V1 - track changes**
2. **Options Analysis for updating the Facilities in the Community Fund Policy**

Version 1 – Track Changes

Attachment 1

Proposed updates to the Facilities in the Community Fund Policy

Track Change Version 1

Proposed additions to the Policy are shown in

red underlined text. Proposed deletions are shown in

~~red strike-through text~~

Council Policy

Western Bay of Plenty District Council

Facilities in the Community Fund Policy

1. Policy objective

1.1 Allocate 2% of Financial Contributions, (FINCO's) collected for Reserves under the Facilities in the Community grant fund to assist with the capital development of public recreational facilities managed by organisations external to Council that are generally on land not owned by Council. ~~which are located on land other than Council.~~

2. Eligibility

2.1 To apply for funding the following standards must apply to the project:

- The facility must be a community led initiative managed by an organisation external to Council
- The proposed recreational facility must be available for public use when complete;
- If there is any limit to public access, such as during school hours, this must be agreed by Council and clearly stated on any signage;
- The facility must be a significant response to population growth in the area;
- The facility must not duplicate existing or proposed facilities on Council land in the area;
- The facility does not replace an existing facility within the local community;
- The facility is vital to the recreational activity;
- The facility will be identified by Council signage easily visible from the road;
- For a facility development worth more than $100,000 a Feasibility Study will be required to demonstrate the viability of the proposal.

3. Policy criteria and conditions

3.1 The following criteria will help guide the decision-making process for applications including the amount of funding given:

- The proportion of growth in the appointed area;

Council Policy

Western Bay of Plenty District Council

Facilities in the Community Fund Policy

- The availability of recreational facilities provided by Council in that area;
- The 'fit' of the proposal with Council's Recreation and Open Space Strategy and Community Facilities Strategy; ~~Recreation and Leisure Strategy;~~
- The availability of alternative external funding sources for the project;
- The applicant's readiness to proceed with the proposed project within a year of the funding being granted.
- The applicant's funding history with Council, in particular their ability to account for any funding received from Council previously, including any carryover funding from this Facilities in the Community Fund.
- The ability for the community to access the facility in terms of affordability, disabled access and geographic access.
- The ability to access the facility by active modes of transport (walking, cycling) or public transport.
- If the facility is a community led initiative on Council owned land, the following conditions will also be considered:
    - The existing lease agreements and asset management on the site;
    - If there is a need or funding gap that has been identified for an existing facility;
    - The alignment with the relevant Reserve Management Plan;
    - Whether other Council funding options are better suited, such as the Community Matching Fund

4. Policy considerations

4.1 Other considerations

- The applying organisation must be a legal entity;
- The minimum value of the proposed facility is $10,000;
- Council will fund up to 50 percent of the project's capital cost;
- Council may consider contributing towards the cost of any required Feasibility Study;
- The project must be undertaken within the ~~financial~~ year that funding is approved. Where a project is not able to proceed in

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Western Bay of Plenty District Council

Facilities in the Community Fund Policy

the given year, the applicant must submit in writing to Council within the funding year for approval to carryover funding;

- The applicant will enter into a Deed of Agreement with Council to ensure the project continues to be available for the public use;
- The applicant will have full responsibility for the operation and maintenance of the project, including all costs;
- For the purposes of this policy, ~~A~~all financial commitments Council enters into ~~costing between $15,000 and~~ $50,000 must be on the basis of ~~three written~~ two quotations except in special circumstances. ~~and all financial commitments entered into costing between $5,000 and $15,000 must be on the basis of three written or verbal quotations~~.

5. Associated Strategy/Policies

5.1 Recreation and Open Space Strategy

The Recreation and Open Space Strategy and The Community Facilities Strategy contained in Council's Long Term Plan 2024 - 2034 (LTP) sets out a series of strategic goals, which guide funding allocation decisions. These are:

- Provide appropriate opportunities to access the recreation and open space network (note: access can mean physical access, affordable access, disabled access, geographic access);
- Connect our spaces and places to each other and to destinations such as schools and community gathering places;
- Protect and enhance important environmental, cultural and heritage values;
- Provides spaces and places that our community are proud of, that are safe, accessible and that encourage participation;
- Collaborate and partner with Tangata Whenua and the community to provide recreation and open space experiences;
- Proactively plan for future recreation and open space needs taking into consideration the range of factors that influence

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Western Bay of Plenty District Council

Facilities in the Community Fund Policy

this including growth, current provision, changing trends, access and environmental factors.

- A network of community halls across the district meets local needs for education, recreation and social connection.

5.2 District Plan – Financial Contributions Amendments

Originally, the FITC Fund was 2% of the Reserves FINCO income. Due to fluctuating annual amounts; a flat amount of $55,000 per annum was allocated and distributed every 2 years, which averaged out to align with the 2% formula.

Up until the 2016 District Plan amendment, Reserves FINCO contributions were based on 3.33% of the value of a section. However, the amended formulae has fixed FINCO contributions at $5,966 per lot created, which will see a reduction in Reserves FINCOs and therefore a reduction in the pool of funding accumulating for allocation through FITC.

6. Delegations

6.1 ~~The Community Committee~~ Council or the relevant Committee will establish~~ed~~ a Working Party that has delegated authority to review and make decisions on applications using the current Facilities in the Community Fund policy criteria framework.

6.2 When an applicant needs to apply for carryover funding ~~for a subsequent financial~~ to the following year, the authority to approve this in the first two years be delegated to Council staff and reported to Council or the relevant Committee. Any subsequent 'carryovers' must be approved by Council or the relevant Committee.

Group	Policy Planning	**Contact (3rd Tier Manager)**	Policy and Planning Manager
Supersedes	NA		
Creation Date	07 August 2001	**Resolution Reference**	SP9
Last Review Date	11 Sept 2008 22 Oct 2015	**Resolution Reference**	PP10.3 PP24.3
Review Cycle	Three yearly/legislative revisions, not later than	**Date**	
Authorised by	Council	**Date**	

Council Policy

Facilities in the Community Fund Policy

Attachment 2

Options Analysis for updating the conditions and criteria of the Facilities in the Community Fund Policy

1. Issue 1: Whether Council should update the Facilities in the Community Fund Policy

The Facilities in the Community Fund was adopted in 2001. Bi-yearly, Council seeks applications for community led projects that add to or develop community managed facilities that are used by the public, but not necessarily on public land. This includes facilities run by sports clubs, schools and volunteer organisations.

Generally, applications should have a clear linkage to growth within their community as the Fund is funded from financial contributions which are applied to new housing either through the subdivision or building consent process. Expectantly, areas of the district experiencing higher rates of growth such as the urban areas of Te Puke and Ōmokoroa will account for a larger portion of financial contributions collected, however, all new dwellings across the district pay a financial contribution for recreation and leisure activities.

As it relates to the Facilities in the Community Fund, 2% of the reserves from Financial Contributions are budgeted for this fund, specifically to assist with the capital development of public recreational facilities. The intention of this fund is to respond to an increased demand on facilities in communities that are experiencing growth.

In the past three rounds of funding, four applications have been received and declined for being located on reserve land.

Option: 1 Make changes to the Facilities in the Community Fund Policy (recommended)

The proposed updates to the conditions and criteria are as follows:

- **1A:** Allow for community led initiatives manged by organisations external to Council on Council owned land to be considered for application funding.
- **1B:** Updates to refer to the 2024-2034 Long Term Plan strategies and goals (where relevant).
- **1C:** Update the delegations to allow for Council staff to approve carry over allocated funding for successful applicants for up to two years.

Option 2: Make no changes to the Facilities in the Community Fund Policy (not recommended)

2. Option 1: Make changes to the Facilities in the Community Fund Policy

Option 1A: Council updates the Facilities in the Community Fund Policy to: *allow for community led initiatives managed by organisations external to Council on Council owned land to be considered for funding*	
Advantages	**Disadvantages**
• Allows the consideration of facilities on Council owned land which may have a funding gap that an application for funding could provide community benefit for an existing facility.	• Provides a broader scope of applications creating greater competition for funding for applicants.

• A broader scope of applications will allow the Working Party to select the applications that best align with the Policy. • Reflects known issues of funding for capital works on Council owned land based on previous applications that have been declined for not meeting policy criteria.	
Implications for Work Programme/Budgets	No direct implications.

Option 1B: Council updates the Facilities in the Community Fund Policy to: *refer to the relevant Long Term Plan Strategies and Goals.*	
Advantages • Enables consideration of other forms of access, in addition to geographical location such as affordable and disabled access. This aligns with the Recreation and Open Space Long Term Plan Strategy. • Enables consideration for accessibility via multi-modal options and public transport. This would provide greater ability to consider equitable access and aligns with the Transport Long Term Plan Strategy. • Enables consideration of whether the facility contributes to meeting local needs for education,	**Disadvantages** • May limit the consideration of facilities that are not accessible by walking, biking and public transport such as facilities in rural areas.

recreation and social connection. This aligns with the Community Facilities Strategy within the Long Term Plan. • Favours applications for facilities that are strategically located.	
Implications for Work Programme/Budgets	No direct implications.

Option 1C: Council updates the Facilities in the Community Fund Policy to: *update the delegation to allow for staff to approve carry over allocated funding for successful applicants for up to two years.*	
Advantages • Provides certainty to applicants that they can still access their allocated funding. This is beneficial where applicants are facing delays in their project timelines that are out of their control. • Allowing staff to accept carryover funding reduces the administrative process of seeking approval from Council where an applicant is not ready to utilise their funding.	**Disadvantages** • Removes the ability for Council to decline rollover funding past the one-year rollover should that be the preferred option.
Implications for Work Programme/Budgets	No direct implications. The funding has been set within the LTP and will remain in reserves until it is utilised.

3. Option 2: Make no changes to the Facilities in the Community Fund Policy

Option 2: Council does not update the Facilities in the Community Fund Policy	
Advantages • A narrower scope of consideration reduces competition for applicants applying for funding on non-Council owned land.	**Disadvantages** • Not adopting the revised policy would create misalignment with the 2024-34 Long Term Plan Strategies. • Does not address known issues of funding for capital works on Council owned land that may provide community benefit for an existing facility that is experiencing growth.
Implications for Work Programme/Budgets	No direct implications.

11.9 SPATIAL PLANNING DOCUMENTS FOR WAIHĪ BEACH-BOWENTOWN-ATHENREE, KATIKATI, AND TE PUNA-MINDEN

File Number: **A7135893**

Author: **Natalie Rutland, Environmental Planning Manager**

Authoriser: **Emily Watton, Acting General Manager Strategy and Community**

EXECUTIVE SUMMARY

1. The purpose of this report is to receive supporting documents relating to the development of spatial plans for each of the three areas of Waihī Beach-Bowentown-Athenree, Katikati and Te Puna-Minden.
2. The process of developing spatial plans requires production of a range of reports and specialist assessments to help inform the drafting of a final spatial plan.
3. A 'baseline report' has been produced for each of the spatial plan areas. The purpose of the baseline reports is to provide a consolidated view of relevant information on the history and context of area at the early outset of developing a spatial plan.
4. The views and outputs from early engagement using Community Ideas Forums have been compiled into two documents – a session records document and a summary document. The documents outline the workshop discussions from the respective Community Ideas Forum sessions within each area conducted between October and December 2025.

RECOMMENDATION

1. That the Environmental Planning Manager's report dated 26 February 2026 titled 'Spatial Planning Documents for Waihī Beach-Bowentown-Athenree, Katikati, Te Puna-Minden', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the following reports be received:
    a. Baseline Report February 2026 Katikati Spatial Planning (**Attachment 1**)
    b. Baseline Report February 2026 Te Puna-Minden Spatial Planning (**Attachment 2**)
    c. Baseline Report February 2026 Waihī Beach-Bowentown-Athenree Spatial Planning (**Attachment 3**)
    d. Katikati Spatial Plan Ideas Summary - Summary of discussions from Community Ideas Forums January 2026 (**Attachment 4**)

e. Te Puna-Minden Spatial Plan Ideas Summary - Summary of discussions from Community Ideas Forums January 2026 (**Attachment 5**)

f. Waihī Beach-Bowentown-Athenree Spatial Plan Ideas Summary - Summary of discussions from Community Ideas Forums January 2026 (**Attachment 6**)

g. Community Ideas Forum – Katikati Session Notes (**Attachment 7**)

h. Community Ideas Forum – Te Puna-Minden Session Notes (**Attachment 8**)

i. Community Ideas Forum – Waihī Beach-Bowentown-Athenree Session Notes (**Attachment 9**)

BACKGROUND

5. Council embarked on a work programme in June 2025 to develop and adopt spatial plans for the areas of Waihī Beach-Bowentown-Athenree, Katikati and Te Puna-Minden.

6. A focus on spatial planning was prioritised following the release of government's Resource Management Act 1991 (RMA) reform set out in the *Blueprint for Resource Management Reform* document produced by the Expert Advisory Panel.

7. The report highlighted the need for spatial planning to inform related planning and funding processes ahead of district plan changes.

8. This has been validated through the recently released Planning Bill and Natural Environments Bill set to replace the RMA, which propose specific requirements for spatial planning on a regional basis.

9. With spatial planning already underway in Te Puke, the areas of Waihī Beach-Bowentown-Athenree, Katikati and Te Puna-Minden were prioritised next due to:

   (a) increasing growth pressures,

   (b) infrastructure needs,

   (c) the absence of detailed local planning in recent years, and

   (d) for Te Puna and Minden, the recognition of this work identified as an action in the SmartGrowth Strategy Implementation and Funding Plan.

10. Spatial planning at this level helps ensure that community voice, local context, and place-specific challenges and opportunities are clearly reflected as we contribute to regional planning.

11. In the early phases of the spatial planning work, background research has been undertaken, and the communications and engagement approach has been developed. Reports produced reflect the outcomes and findings from these phases of work.

12. By producing a baseline report for each spatial plan area, it provides a consolidated source of information, assessments and documents that are relevant and already

in place. Existing plans, strategies, and understanding that have already been formed on infrastructure, land features, communities, etc. are a necessary starting point to work from.

13. The establishment of Community Ideas Forums for each spatial plan area has involved the bringing together of 15-20 members made up of Councillors, Community Board members, iwi/hapū representatives and interested members of the community.

14. The Community Ideas Forums have met together five times since late October 2025 to discuss a range of topics relevant to spatial planning.

15. The meeting sessions have involved Council staff sharing information and asking questions to generate early feedback and ideas on topics such as environmental constraints and opportunities, housing, social infrastructure, bulk infrastructure, growth and development.

16. The intention of this feedback is that it shapes the development of the spatial plans and helps inform the early engagement approach we seek from the wider community from late February to early April 2026.

SIGNIFICANCE AND ENGAGEMENT

17. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

18. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

19. In terms of the Significance and Engagement Policy this decision to receive reports prepared as part of the course of developing spatial plan is considered to be of **low** significance because the reports capture information and opinions of community areas that will help inform longer term spatial planning decisions and wider community engagement.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

20. An engagement plan is in place for the spatial planning work programme. The approach being taken throughout the development of a spatial plan is:

    (a) Partnership with tangata whenua

    (b) Establishment and use of Community Ideas Forums

    (c) Community-wide reach through public engagement events and online information and feedback options

21. The reports prepared will be public information and help build an understanding of what matters are being taken into account and how they have been captured. This aligns with the communication and engagement objectives.

ISSUES AND OPTIONS ASSESSMENT

Option A That Council receives the reports set out in Recommendation 3	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Recognises and provides transparent information that is useful in understanding the development of these planning processes. Sets out relevant information and feedback on each of the four well-beings. Community Ideas Forum documents are particularly relevant in this work given the importance this method of engagement has within the development of the spatial plans.
Costs (including present and future costs, direct, indirect and contingent costs).	Reports are already produced by staff at the appropriate phase in the project.
Option B That Council does not receive the reports set out in Recommendation 3	
Assessment of advantages and disadvantages including impact on each of the four well-beings • **Economic** • **Social** • **Cultural** • **Environmental**	Less information shared with the public on spatial planning. Less ability to rely on feedback and information for informing a draft spatial plan. Would need to reconsider project phasing and approach.
Costs (including present and future costs, direct, indirect and contingent costs).	Reduced value in the time and effort taken to produce information and undertake engagement

STATUTORY COMPLIANCE

22. The spatial planning process is not yet a prescribed procedure set out within the Resource Management Act or its replacement. The recommendations in carrying out this planning policy work nonetheless align with consultative and information requirements set out in the Local Government Act 2002.

FUNDING/BUDGET IMPLICATIONS

23. These reports are an outcome of the project work phases captured within the operational budgets for this spatial planning work programme. This programme of work is tracking within budget.

ATTACHMENTS

1. **Baseline Report - Katikati Spatial Plan**
2. **Baseline Report - Te Puna-Minden Spatial Plan**
3. **Baseline Report - Waihī Beach-Bowentown-Athenree Spatial Plan**
4. **Community Ideas Forum - Ideas Summary - Katikati - January 2026**
5. **Community Ideas Forum - Ideas Summary Te Puna-Minden - January 2026**
6. **Community Ideas Forum - Ideas Summary - Waihī Beach-Bowentown-Athenree - January 2026**
7. **Community Ideas Forum - Session Notes - Katikati**
8. **Community Ideas Forum - Session Notes - Te Puna-Minden**
9. **Community Ideas Forum - Session Notes - Waihī Beach-Bowentown-Athenree**



Baseline Report
February 2026

Katikati Spatial Planning

Western Bay of Plenty District Council

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List of commonly used terms and acronyms in this report

Term	Description
Blueprint	Report from the Expert Advisory Group on Resource Management Reform. Blueprint for resource management reform – a better planning and resource management system 2025.
BOPRC	Bay of Plenty Regional Council - Toi Moana
District	When District is referred to, it means the jurisdictional area of Western Bay of Plenty District Council.
FDS	Future Development Strategy – The FDS is required by Central Government to plan and manage growth. It is a spatial document that shows where the sub-region will grow over the short, medium and long term. The FDS is located with the SmartGrowth Strategy.
HBA	A Housing and Business Development Capacity Assessment is a report that local authorities prepare to determine if there is enough suitable land for new homes and business growth to meet future needs.
HPL	Highly Productive Land as it is referred within the National Policy Statement for Highly Productive Land 2022 (amended August 2024).
NZTA/Waka Kotahi	New Zealand Transport Agency responsible for state highways.
RMA	Resource Management Act 1991
SmartGrowth	SmartGrowth is a collaboration of Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council – Toi Moana, Tangata Whenua, Priority One and Central Government agencies. SmartGrowth is focused on planning for the future growth of the sub-region.
SmartGrowth Strategy	The SmartGrowth Strategy is a plan for the Western Bay of Plenty sub-region of New Zealand to manage its growth and development.
Sub-region	The sub-region is used to describe the jurisdictional/ and geographic area of Western Bay of Plenty District Council and Tauranga City Council. Also referred to as the Western Bay of Plenty sub-region as opposed to the whole of the Bay of Plenty region.
TCC	Tauranga City Council
TNL	Takitimu North Link
UFTI	Urban Form and Transport Initiative - UFTI focused on supporting liveable community outcomes, finding answers for housing capacity, intensification, multi-modal transport (such as public transport and cycleways).
WBOPDC	Western Bay of Plenty District Council

Purpose of the Baseline Report and Spatial Plan

The purpose of this baseline report is to provide relevant information on the history and context of Katikati area with the intent of informing a future Spatial Plan.

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council. Ultimately, it will help to determine what the area looks like in 30+ years' time and map out how we get there. For a full description of the geographical extent of the Katikati area see Section 5 - Geography.

The spatial plan will be prepared to inform the upcoming regional or sub-regional spatial plan (the Western Bay of Plenty sub region is the area made of Western Bay of Plenty District Council (WBOPDC) and the Tauranga City Council (TCC) area) as identified in the Government's 'Blueprint for resource management reform – A better planning and resource management system'.[1] The Blueprint, prepared by an expert advisory group, recommends the development of regional spatial plans to regionally identify the spatial implications of constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Spatial plans are also being prepared for Te Puke, Te Puna and Minden area and Waihī Beach, Bowentown and Athenree area.

In accordance with what has been broadly identified in the Blueprint the scope of the spatial plan includes (but is not limited to) the following:

Housing

We need to think about housing in terms of ensuring:

- Sufficient future development capacity, making sure that we have enough land zoned to meet future demand for housing.
- Housing demand and needs are understood and the local housing system is responsive to those needs.
- Consistency with the Government's Going for Housing Growth programme and the National Policy Statement on Urban Development (NPS-UD) objective for well-functioning urban environments).

Infrastructure Corridors

Existing and planned infrastructure corridors and strategic sites. This may also include opportunities to make better use of infrastructure.

Social Infrastructure

Other infrastructure services that may be needed to serve future urban areas such as schools, open space and community facilities.

Constraints

There are a number of constraints potentially affecting the use and development of land, including:

- Significant values include (but not limited to) significant natural areas, outstanding natural features and landscapes, historic and cultural heritage features, and implications of environmental limits and other restrictions (consistent with national direction).
- Natural hazards; e.g., flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami.
- Other constraints e.g. highly productive land, peat soils and elevation above sea level.

1 Blueprint for resource management reform - A better planning and resource management system

Potential Future Zoning

Where necessary, existing and planned uses may require separation from incompatible activities, such as separating housing or other sensitive uses from heavy industrial land, quarries, or ports. We also need to understand the pattern of residential, lifestyle, rural, commercial, industrial, and other development types to identify and separate any incompatible activities.

Tangata Whenua Aspirations

As we will partner with Tangata Whenua, in particular iwi/hapū representatives who have interests in the Katikati area, understanding Tangata Whenua aspirations in their rohe will be important. Sites and Areas of Significance to Māori (SASMs) will also be explored.

The spatial plan will be progressed with a high level of community involvement and will integrate thinking that can bring about a vision for the Katikati area that brings Tangata Whenua, the community, landowners and stakeholders together.

Challenges and Opportunities

The primary challenges and opportunities for the Katikati area that are expected to be explored through engagement and development of draft spatial plans include:

- Improving public amenities.
- Maintaining Katikati's identity as the mural town and avocado capital of New Zealand.
- Tangata Whenua aspirations, with a focus on environmental kaitiakitanga, marae resilience, and cultural heritage enhancement.
- Development of industrial land.
- Uptake of existing residential land and/or identifying new areas to meet housing demand.
- Enabling lifestyle development opportunities in the existing lifestyle zone and other areas.
- The effects of natural hazards on the existing residents and future development.
- Balancing growth with preserving highly productive land.
- Infrastructure needs, including improved transport links and wastewater treatment.

Many of the above issues in one way or another are all impacted by climate change. Climate change is putting increasing pressure on our natural environment, wellbeing, safety, security, economic prosperity, and cultural identity. This critical issue and its impact on the Katikati area will be discussed throughout this report.

The Katikati Spatial Plan will be developed in partnership with Tangata Whenua and with the support and oversight of Council's Strategy and Policy Committee comprised of elected members. Consultation and engagement in the development and refinement of the spatial plan will be primarily led by the community. More information on the communication and engagement approach can be found at www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Katikati Spatial Plan Location

Spatial plans don't typically have hard defined boundaries. Boundaries may come in the form of jurisdictional boundaries between councils, geographical boundaries, ward boundaries, statistical areas, postcodes, rohe, resource catchment boundaries etc. Spatial plans aim to address high level long term strategic planning matters that may cross boundaries where it makes sense to.

The Katikati Spatial Plan generally includes the area depicted below in Figure 1 on the next page.

Surrounding Areas of Influence

While the spatial plan location is the Katikati urban area, there are adjoining areas such as Tahawai (to the north) and Aongatete (to the west and south) which influence or are influenced by the Katikati urban area. For example, those that live in Tahawai's small settlements of Tanners Point, Tuapiro, Ongare Point and Kauri Point use facilities and services in the Katikati urban area and those living in the Katikati urban area in turn use facilities in these settlements.

Tanners Point, Ongare Point and Kauri Point each have small residential zones which are already fully developed. Tuapiro has a rural-residential zone which is well established also. The wider area of Tahawai is rural and is made up of areas of horticulture, general farming and forest. Aongatete is also rural and has a similar land use pattern.

It is not intended for these smaller settlements or nearby rural areas to be considered for future long-term planning as the main focus for future planning is the Katikati urban area.



Uretara Landing Reserve.

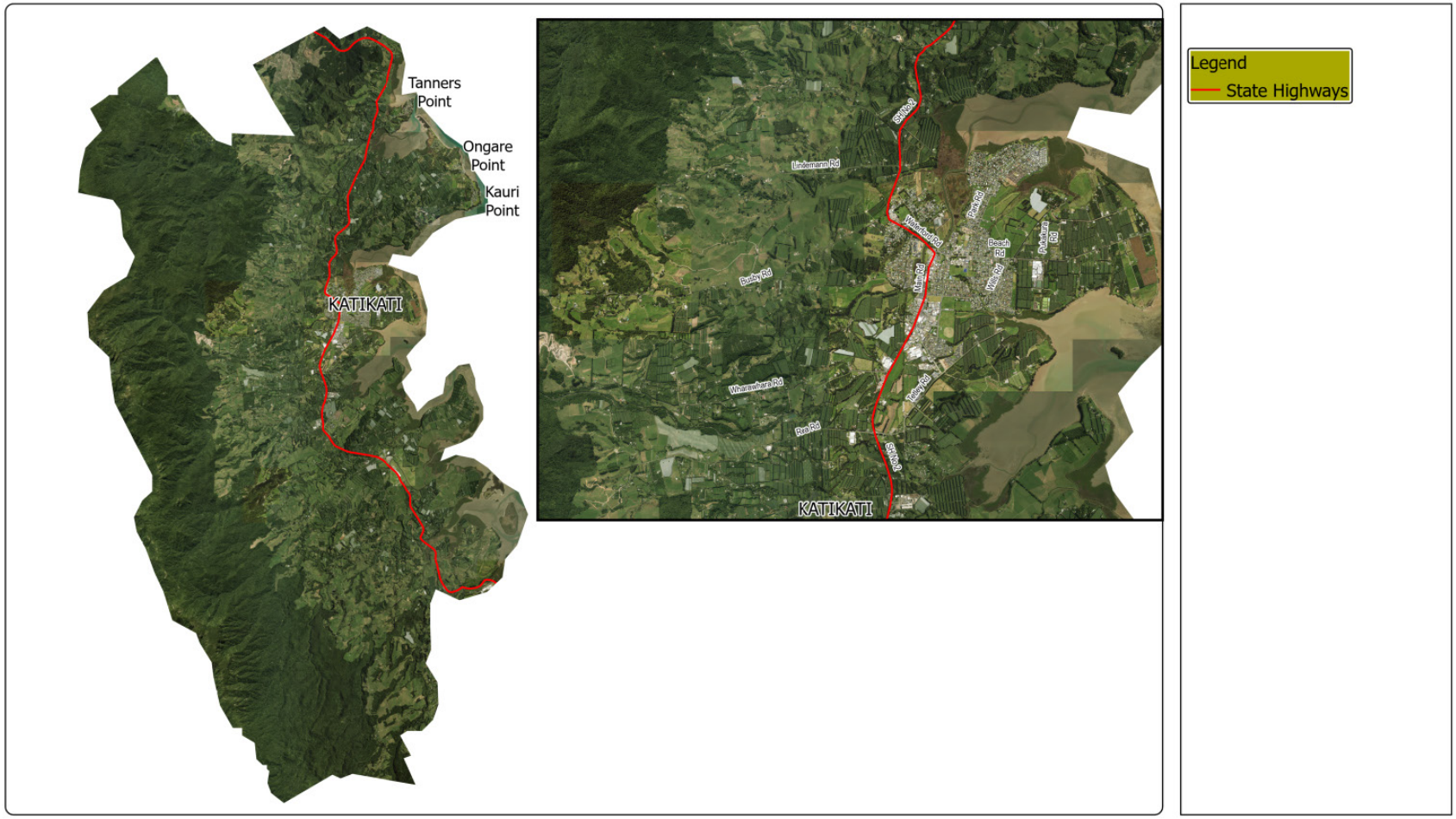


Figure 1: Map of Katikati Spatial Plan area and surrounding areas of influence.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Strategic and Regulatory Framework

The strategic context for the spatial plan area is discussed to highlight the complexities of the area, and to clarify how the Katikati Spatial Plan will work alongside other important planning and strategic documents.

Various strategic planning studies and documents affirm the importance of the Katikati area as:

- Major contributor to the kiwifruit and avocado industry.
- Significant support centre for horticultural-related employment and industry.
- Mural town and arts centre.
- Important urban growth area (housing and business land) for the district and region.
- Key geographical location which provides efficient connections within the wider transportation network link with other urban centres.

Resource Management Act 1991 (RMA) and Resource Management Reform

The RMA serves as the foundation for developing a spatial plan, aiming to promote sustainable management of natural and physical resources. It defines 'sustainable management' as the use, development, and protection of these resources to support environmental, social, economic, and cultural well-being. The Act governs air, soil, freshwater, coastal areas, land use, and infrastructure, requiring documents like District/City Plans, Regional Policy Statements, National Policy Statements, and National Environmental Standards to align with and give effect to its principles, thereby shaping New Zealand's development.

On 24 March 2025, the Government announced the Blueprint for Resource Management Reform (RM Reform), aiming to replace the RMA. The Government aims to replace the current RMA by the end of this parliamentary term, with draft legislation proposed at the end of 2025 through the Planning Bill and Natural Environment Bill. The proposed replacements to the RMA will provide new laws that balance property rights with environmental protection. Submissions to these Bills closed on 13 February 2026.

The Government's objectives for reform are to increase housing and business development capacity, support infrastructure growth, double renewable energy, and promote primary sector growth. It aims to safeguard the environment and public health, adapt to climate change, and improve regulatory quality in the resource management system while upholding Treaty of Waitangi settlements.

The new planning system is proposed to streamline the resource management system by focusing on property rights and environmental impacts. Two distinct laws will be created: one for environmental management and another for urban development.

The reform emphasizes setting clear environmental limits, enhancing national standards to reduce the need for consents, and shifting focus from initial approvals to enforcement. It aims to lower infrastructure costs through spatial planning and joint regional plans, provide rapid, low-cost dispute resolutions, and ensure processes are faster, simpler, and respectful of Treaty of Waitangi settlements.



Mural in Katikati Town Centre.

Spatial Plans in the New Planning System (Resource Management Reform)

The Blueprint sets out that spatial planning has a vital role to play in the new planning system. Spatial plans will provide long-term, strategic direction to simplify and streamline the system. This will allow development within constraints, and better align land use, infrastructure planning, and investment. It is recommended by the Expert Advisory Group (EAG) in the Blueprint document that spatial plans have statutory weight which is a significant shift. The regional spatial plan will provide guiding policy direction that decision makers will need to give effect to.

Regional spatial plans will broadly identify future urban development areas, major existing and future infrastructure and where separation of incompatible activities may be required. It needs to identify the spatial planning implications of environmental constraints such as hazards, Significant Natural Areas, Outstanding Natural Features and Landscapes and highly productive land and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed. The intention is that spatial plans should be pragmatic and appropriate to the scale and complexity of planning issues.

It is recommended that each region be required to have a spatial plan but that there is flexibility for each region to determine the appropriate scale, and therefore local authorities may choose to scale the plans to focus on sub-regions. Spatial plans will need to be jointly prepared by the relevant regional council and region's local authorities, working with the Crown, Māori, infrastructure providers, stakeholders and communities.

Early indications suggest that our existing SmartGrowth Strategy is a good starting point for our sub-regional spatial plan, although there will likely be some areas that require further focus/ refinement and greater local context.

The recommendations in the EAG report relating to spatial plans have now been formally proposed in the Planning Bill.

National Policy Statement for Urban Development (NPS-UD)

The NPS-UD as it stands (August 2025) is about ensuring New Zealand's cities and towns are well-functioning urban environments that meet the changing needs of our diverse communities. The Western Bay of Plenty District (the District) is classified as a Tier 1 local authority under the NPS-UD due to the rapid growth of the district and sub-region. That means that Council has obligations under the NPS-UD to ensure the provision of sufficient land for development for the short, medium and long term growth.[2] The Government plans to consult in 2025 on how the NPS-UD will be incorporated into the new planning system.

Going for Housing Growth

The Going for Housing Growth programme (GFHG) is part of the Government's broader plan to tackle New Zealand's housing shortage. It is about enabling more homes to be built. GFHG is structured around three pillars that make system changes to address the housing shortages. These are: Freeing up land for urban development, including removing unnecessary planning barriers, improving infrastructure funding and financing to support urban growth and providing incentives for communities and council to support growth. This could require housing growth targets, enabling greenfield growth and housing intensification in the right places.

New Zealand Coastal Policy Statement (NZCPS)

The New Zealand Coastal Policy Statement (NZCPS) is essential for managing the country's coastal environment, balancing growth and environmental protection. It promotes sustainable use and development while safeguarding natural resources, water quality, and ecosystems. The NZCPS also highlights the importance of cultural and heritage values, particularly those pertaining to the Māori community.

By planning for growth with a focus on sustainability, the NZCPS ensures that development does not compromise the coastal environment. It provides guidance for regional and local governments, helping shape policies that align with national objectives and future-proof infrastructure against environmental impacts and climate change.

National Policy Statement on Highly Productive Land (NPS-HPL)

The National Policy Statement for Highly Productive Land (NPS-HPL) was designed to protect New Zealand's valuable land resources that are ideal for agriculture and horticulture. Its main objectives are to prioritise the sustainable use of productive land, prevent its unnecessary conversion into urban or non-productive uses, and ensure it is available for primary production to meet future needs. The NPS-HPL aims to manage urban growth strategically and maintain food security by preserving high-quality soil and farming capabilities. It guides local councils in planning and decision-making to align with these national priorities. Highly Productive Land (HPL) is defined by a number of factors namely the Land Use Capability Class of 1 to 3 (LUC 1 to 3).

2 National Policy Statement on Urban Development



Figure 2: Highly Productive Land.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Within and immediately surrounding the existing Katikati township there is a predominance of LUC 2 with some smaller pockets of LUC 3. These LUC classes are on the flatter, lower-lying areas of land which are already used for urban development, dairy farming and kiwifruit production. There is no LUC 1 land in the area. As land becomes more elevated and subject to more challenging topography (e.g. to the west of the township) there is no highly productive land. Further south of the township, including areas developed for housing at Rereatukahia Pa Road and Fairview Estate, there are larger areas of LUC 3.

This is identified on the Bay of Plenty Regional Council Toi Moana (BOPRC) Highly Productive Land Web Map and captured in Figure 2.[3]

Through the RM Reform programme, the government is proposing to remove LUC 3 Land from the definition of HPL and bring in a new classification for land called a Significant Agricultural Area (SAA). How these SAAs will be determined, at the time of writing this Baseline Report, is not yet fully understood as there is no criteria proposed. However, their purpose would be to identity and protect land which is important for primary production even if not classed as LUC 1 or 2.

The NPS-HPL will be incorporated into the new resource management system, and it is likely that much of the existing HPL (being LUC 3 soils) may not be defined as HPL in the new resource management system/updated NPS-HPL. Changes to the NPS-HPL are expected to align with the replacement resource management legislation.

SmartGrowth

SmartGrowth was launched in 2000 and is a collaboration between representatives from TCC, WBOPDC, BOPRC, Tangata Whenua and Central Government. The strategic vision and direction of the SmartGrowth partnership was to form a unified approach to growth and development in the Western Bay of Plenty sub-region.

The Western Bay of Plenty sub-region is one of the fastest growing areas in New Zealand.

It has grown significantly over the past 60 years and has continued to grow due to the lifestyle and economic opportunities it presents. The vision set out by SmartGrowth is that the Western Bay is a great place to live, learn, work and play.

Over the last decade SmartGrowth has led or contributed to several initiatives that feed into the SmartGrowth Strategy 2024-2074. These include the SmartGrowth Strategy Review 2013, The Proposed Future Development Strategy 2018, Urban Form Transport Initiative (UFTI) Connected Centres 2020, Western Bay of Plenty Transport System Plan, Interim Joint Spatial Plan 2021 and Tangata Whenua Spatial Planning.

3 Bay of Plenty Regional Council Highly Productive Land Web Map

Urban Form Transport Initiative (UFTI) 2020

The Urban Form and Transport Initiative (UFTI) was a collaborative project led by SmartGrowth and NZTA/Waka Kotahi and involved WBOPDC, TCC, the BOPRC, Tangata Whenua, and community leaders. It is a commitment to developing a refreshed, coordinated and aligned approach to key issues across the Western Bay of Plenty sub-region such as housing, transport and urban development. UFTI focusses on supporting liveable community outcomes, finding answers for housing, intensification, multi-modal transport and network capacity.

UFTI – Connected Centres Programme

Katikati is specifically recognised as a key centre in the UFTI Connected Centres Programme. It is primarily recognised as a place to "live" with associated opportunities to "work" and "play" and to a lesser extent "learn". The Connected Centres Programme is a strategic framework designed to improve the integration of urban planning and transport systems. Its primary goal is to create a more interconnected region by enhancing the accessibility and connectivity between different urban centres. This initiative aims to support sustainable growth, improve liveability, and enhance economic opportunities by aligning transport investments with land use planning. The programme focuses on creating efficient transport networks that facilitate the movement of people and goods, thereby contributing to the overall resilience and functionality of urban areas.

UFTI/the Connected Centres Programme identified the following actions needed to address relevant issues for Katikati:

- Review timing and sequencing of new greenfield sites on the northern corridor in light of further technical work and adjust spatial plan as appropriate.
- Deliver social and community infrastructure to support planned growth in the northern corridor.
- Capitalise opportunities for social and affordable housing with a short term focus on certain areas including Katikati.

SmartGrowth Strategy 2024-2074[4]

The SmartGrowth Strategy 2024-2074 has been recently developed to proactively plan for and manage future growth in a way that supports Tangata Whenua values and aspirations, delivers on the Government's Urban Growth Agenda (UGA), builds on the SmartGrowth vision and UFTI.

The SmartGrowth Strategy builds on the work of Connected Centres as the preferred spatial scenario for the sub-region. The Connected Centres programme forms the basis of a number of planning and policy approaches in the sub region. The Settlement Pattern in the SmartGrowth Strategy sets out how, where and when development will occur within the Western Bay of Plenty sub-region.

The Future Development Strategy

The Future Development Strategy (FDS) was developed by SmartGrowth (as a part of the SmartGrowth Strategy 2024-2074) in response to the NPS-UD.[5] This was to ensure that the Councils in the sub-region were able to provide sufficient development capacity to meet the requirements of NPS-UD. The connected centres approach was adopted to deliver a planned approach to development that would give greater housing and transport choices whilst achieving a balance between greenfield development and intensification.

SmartGrowth Funding & Implementation Plan

The SmartGrowth Strategy has a separate Funding and Implementation plan for three years. The Funding and Implementation Plan contains the agreed upon actions that will be progressed by SmartGrowth and its partners. There are no agreed actions specific to the Katikati area. However, there are a number of more general actions which may be relevant. For example, the commercial centres strategy and delivering 30 years of housing capacity across the District.

4 SmartGrowth Strategy 2024-2074

5 SmartGrowth Strategy 2024-2074



SmartGrowth Housing and Business Capacity Assessment 2022[6]

TCC, WBOPDC, and BOPRC Toi Moana produced a Housing and Business Capacity Assessment (HBA) as per the NPS-UD. This is due to the rapid population growth in the region, with expectations of reaching 282,900 people over the next 30 years, demanding more land for housing and employment.

Currently, it is estimated that 37,000 to 43,000 new homes will need to be built in the Western Bay of Plenty subregion within 30 years to meet the rising housing demand. This includes a need for 30,000 to 34,000 new houses in Tauranga City, and 7,000 to 9,000 in the Western Bay of Plenty District. There is a recognised shortage in housing across short, medium, and long-term timeframes due to infrastructure and policy challenges.

As part of New Zealand's "golden triangle" (Auckland, Hamilton and Tauranga) the Western Bay of Plenty subregion plays a crucial role in national economic activity, with specific advantages like the Port of Tauranga enhancing business prospects. The SmartGrowth Business Capacity Assessment (BCA) is tasked with ensuring sufficient business land to support economic growth, evaluating land needs from 2021 to 2051.

The assessment showed that there is currently sufficient capacity for industrial and commercial growth within the District, largely driven by new greenfield areas, such as the Rangiuru Business Park, however within the sub-region there is not enough currently zoned industrial land in the long term (30 years). The region's economic outlook is supported by proximity to major markets and infrastructural landmarks, with planned developments expected to fulfil future demands. However, if greenfield projects do not proceed in a timely manner, capacity sufficiency may be challenged.

The HBA outlines the capacity of the District's urban growth areas including Katikati. The document estimates that the remaining capacity for this area in June 2025 is 39%[7] of plan enabled land remaining. Into the long term the HBA notes that Katikati will have enough capacity after 2052. This is due to large blocks of land (dairy farm at Park Road and orchard on Wills Road/Tetley Road) already being zoned residential and signalled to be commenced from the medium term onwards. However, whilst plan enabled, it is unknown when these would actually become available for development as these blocks are still being used for farming.

The HBA also notes that development in what is called the "Generation 4" areas (an addition of less than 1,100 dwellings) is not yet plan enabled and needs to be investigated due to possible high infrastructure costs and natural hazards. A Generation 4 area is identified on the western side of the State Highway at Busby Road/Henry Road.

6 SmartGrowth Housing and Business Capacity Assessment 2022 Summary

7 SmartGrowth Housing and Business Capacity Assessment 2022 Summary (page 97)

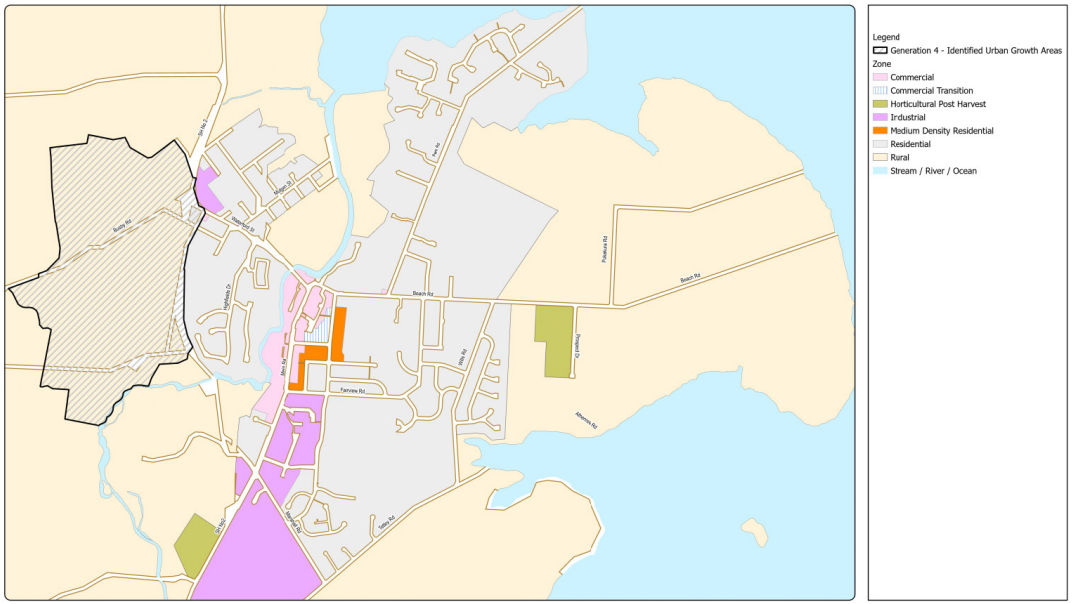


Figure 3: Generation 4: - Future growth areas identified in HBA.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

SmartGrowth Industrial Land Study Technical Report[8]

The SmartGrowth Industrial Land Study has identified potentially suitable locations and areas of land within the Western Bay of Plenty sub-region for future industrial development over the next 30 years. Using a multi-criteria framework and further refinement with the inclusion of stakeholder engagement a broad cross sections of sites were identified in the 'long-list' for further evaluation.

There were no sites identified for Katikati as there is already sufficient industrial land zoned.

Following the completion of the Industrial Technical Report, SmartGrowth partners further refined preferred sites to include only Belk Road, Pukemapu and Ōmokoroa/Apata.

They were generally considered favourable due to their centralised location (being within close proximity to the port of Tauranga (Belk & Pukemapu) noting that the Tauranga City boundary has a shortfall of industrial land in the long term. Further consideration of the Ōmokoroa/Apata area is needed to ensure suitable future supply as a result of growth in this area. The eastern area is largely serviced by the Rangiuru Business Park.

The report recommends further detailed investigations for these areas including timeframes, planning, environmental considerations, infrastructure servicing and funding. Further targeted stakeholder engagement is advised, alongside the adoption of sustainable development principles and the inclusion of these within the appropriate spatial plan.

Regional Policy Statement/Regional Plans

The Bay of Plenty Regional Policy Statement (RPS) provides an overview of the resource management issues of the region and contains objectives, policies and methods to achieve integrated management of the natural and physical resources of the region. It provides specific direction for addressing matters such as urban and rural growth management, air quality, the coastal environment, energy and infrastructure, geothermal resources, natural hazards and water quality and quantity. Under the RMA, councils must give effect to the RPS when preparing regional or district plan reviews or plan changes, which would mean that any spatial plans to inform such changes would need to have this purpose in mind. Moving forward, under RM Reform, the Government has signaled that regional policy statements will be eliminated and partially replaced by the requirement to prepare spatial plans.

There are a number of regional plans for the Bay of Plenty. These plans set out how natural and physical resources are to be managed and contain rules which either permit, (subject to limits), require resource consent for or prohibit certain proposals in relation to the use of resources.

The regional plans which apply to the Western Bay of Plenty District are:

- Regional Natural Resources Plan (including earthworks, stock control, geothermal, wetland protection, discharges of contaminants to water and land, and taking and use of water).
- Regional Coastal Environment Plan.
- On-Site Effluent Treatment Regional Plan.
- Regional Air Plan.
- Civil Defence Emergency Management Group Plan.
- Regional Land Transport Plan (see Section 9 – Transportation).
- Regional Public Transport Plan (see Section 9 – Transportation).
- Regional Pest Management Plan.

As required by the RPS, the Regional Council has commenced the preparation of a draft geothermal system management plan for the Tauranga geothermal system. This system spans much of the Western Bay of Plenty sub-region. This plan will provide operational guidance (not rules) but will inform future changes to the Regional Natural Resources Plan. The plan will focus on whole system management to ensure the sustainable management of geothermal heat including for the purpose of utilising this resource for economic benefits.

8 SmartGrowth Industrial Land Study Technical Report 2023

Western Bay of Plenty Council Operative District Plan

Western Bay of Plenty Council Operative District Plan (the District Plan) became operative in 2012. The District Plan provides an overview of the resource management issues of the district and contains objectives, policies and rules to address these issues and help set out how growth and development is managed. It provides zonings to all of the District's land e.g. residential, rural, lifestyle, commercial and industrial to ensure that enough of each is available and is used for its intended purpose. It also identifies features such as ecological, landscapes, heritage and natural hazards that require special consideration.

Within each zone and feature, the District Plan sets out what land use and subdivision activities are permitted or require resource consent. It also sets out what the requirements are for each so that adverse effects on people and/or the environment can be managed. This includes the provision of structure plans for new growth areas which set out specific rules and infrastructure requirements and how these will be funded.

The District Plan is subject to plan changes that are used by Council or by members of the public (private plan change) to update aspects of the District Plan. Plan changes are a public process which involve research, evaluation and consultation. The provisions of district plans are required to be reviewed every 10 years and therefore it should be noted that the District Plan is currently due for review. Spatial plans are often a tool used as a pre-cursor to district plan reviews and given the direction signalled through the EAG Blueprint, this is likely to be the approach taken within the new resource management system.

Relevant plan changes are discussed throughout this Baseline Report.

Zones in the Katikati area include:

- Rural zone.
- Residential zone.
- Medium density residential zone (adjoining the commercial transition zone).
- Lifestyle (upper Busby Road).
- Commercial zone (Katikati town centre and other single property zonings at the corner of Beach and Park Roads, and SH2 and Hyde Street).
- Commercial transition zone for mixed use (east of town centre).
- Industrial zone (Waterford Road in the north west, Middlebrook Drive to the south of the town centre, and Tetley Road further to the south and largely undeveloped).
- Horticultural post-harvest (Seeka Katikati off Wharawhara Road, Hume Pak-N-Cool at the corner of Beach Road and Prospect Drive and Birchwood Packhouse off Rae Road).

Refer to Council's E-Plan (online version of the District Plan) Maps to view these zones further.



Beginning of the Haiku Pathway which runs on either side of the Uretara Stream and through the Town Centre.

Climate Change

Climate change involves long-term shifts in temperature and weather patterns and has far-reaching environmental, social, cultural and economic consequences. Its impact is significant and uncertain in terms of its scale and extent.[9] There are five primary documents that help to shape our understanding and guide us towards climate change actions for our District.

The National Adaptation Plan 2022 (NAP) outlines strategies, policies, and proposals led by the Government to aid New Zealand in adapting to the evolving climate and the associated impacts that this will bring.[10] The long term adaptation strategy sets out how New Zealand will build resilience for an uncertain future by enabling better informed decisions, driving climate-resilient development in the right places and providing adaptation options. The NAP will be updated every six years to identify the climate risks that need to be addressed most urgently.

The SmartGrowth Strategy promotes climate resilient development through the application and integration of three core principles within the Future Development Strategy for the Western Bay of Plenty District. These principles include the integration and enhancement of emissions reductions, climate resilience and, local ecosystems and biodiversity into the connected centres programme. These principles are applied through three growth directives. These include nature-based solutions and water sensitive design which are prioritised for urban areas; the enhancement of coastal, terrestrial and freshwater ecosystems to improve carbon storage; and development and infrastructure are planned to be resilient and adaptive to climate change and natural hazards.[11]

BOPRC commissioned the National Institute of Water and Atmospheric Research (NIWA) in 2019 to analyse projected climate changes for the Bay of Plenty Region and potential impacts of climate change on some environments and sectors within the Bay of Plenty.[12] The findings in this report can be used to support development in the Bay of Plenty so that it is adaptive and resilient to the predicted shifts in weather, temperature and extreme weather occurrences.

The BOPRC's Climate Change Action Plan 2024-2026 sets out the goals, guiding principles and work streams that support the implementation of these goals. The five goals include BOPRC being net zero by 2050; reducing regional greenhouse gas emissions in the region; informing, preparing and adapting the region to climate change; the Western Bay community being aware, engaged and resilient; and the economic transition is enabled.[13]

WBOPDC's Climate Change Action Plan 2021-2031 identifies how climate change will likely affect the District and proposes that likely responses may stem from these changes. The action plan commits to continuing sub-regional collaboration through the natural hazards programme, which includes looking at different scenarios for climate changes and impacts and how they will affect natural hazards. Council's responses to climate change are divided into two categories – mitigation and adaptation. The mitigation responses are focused on transport, housing, electricity and waste sectors, while the adaptation responses are focused on the built environment and the infrastructure that supports this.[14]

9 Bay of Plenty Regional Council - Climate Change Action Plan 2024-26
10 The National Adaptation Plan 2022
11 SmartGrowth Strategy 2024-2074
12 Climate change projections and impacts for the Bay of Plenty Region
13 BOPRC - Climate Change Action Plan 2024-2026
14 WBOPDC - Climate Change Action Plan 2021-2031

The significant and potential impacts that climate change may have on the Katikati area is difficult to predict and prepare for. However, the Bay of Plenty Regional Council contracted Tonkin & Taylor to undertake a climate change risk assessment for the Bay of Plenty[15], which is inclusive of Katikati and surrounding locales and provides a strategic framework for understanding regional vulnerabilities. While detailed local-level analysis is limited, the assessment establishes foundational knowledge on climate-induced risks.

The assessment summarises climate risks for the district as including increased temperature, changes in variability and seasonality of rainfall, dryness and drought, extreme weather (wind, storm and frosts), increased fire weather, sea level rise, groundwater rise and salinity stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding. These will impact a wide range of places and activities including settlements and communities, transportation, ecosystems, cultural heritage, horticulture, agriculture and forestry.

Katikati is only specifically mentioned in the assessment in relation to being one of many low-lying communities vulnerable to coastal and rainfall related flooding which could damage buildings, impact road performance, reduce stormwater performance and reduce wastewater capacity. The report also mentions coastal erosion as being a threat to infrastructure and settlements along the coastal edge. Katikati is not listed as one of the areas at most risk, with the coastal erosion maps being limited to rural areas and reserves on the harbour fringe.

15 Bay of Plenty Regional Climate Change Risk Assessment



Summerset Walkway/Cycleway which connects Park Road Reserve to Preston Drive.

Tangata Whenua

Tauranga Moana Tauranga Tangata is an expression which recognises the mana motuhake (the tino rangatiratanga or sovereignty) and self-determination that Tangata Whenua within the rohe have. Within the Katikati area of the Western Bay of Plenty district this is reflected in the various iwi and hapū that maintain ahi kaa (continuous land occupation) and hold Mātauranga Māori (traditional knowledge) aligned to their tikanga (customs).

It should be noted that the land and rohe of respective hapū and iwi can overlap. The Western concepts of individual land ownership and definitive lines on a map are not necessarily the same for Māori land where ownership is communal in nature and rohe boundaries are defined by local landmarks. This is an important distinction to make when it comes to spatial planning that looks at the needs of a community and providing for its future.

The Tangata Whenua population in the Katikati area can be traced back to both the Mataatua and Takitimu waka, from which the Ngai te Rangi hapū (Ngai Tamawhariua) and Ngāti Ranginui hapū (Ngāti te Wai) descend. While other iwi and hapū may have interests within the Katikati area, Council primarily partners with these iwi and hapū in this area.

Ngāi te Rangi

The rohe of Ngāi te Rangi is outlined in the following map from Te Kāhui Māngai.

Ngāi te Rangi has 13 hapū and 11 marae across their rohe, with Te Rereatukāhia Marae (Ngai Tamawhariua hapū) being located in the Katikati area. Ngai te Rangi is yet to lodge an iwi management plan with Council to articulate the way in which they would like to work with Council on their particular aspirations, however Council has statutory obligations to them under the Local Government Act, the Resource Management Act and their Treaty settlement Act when it is signed, to engage with them in the work that we do, including the development of this spatial plan.

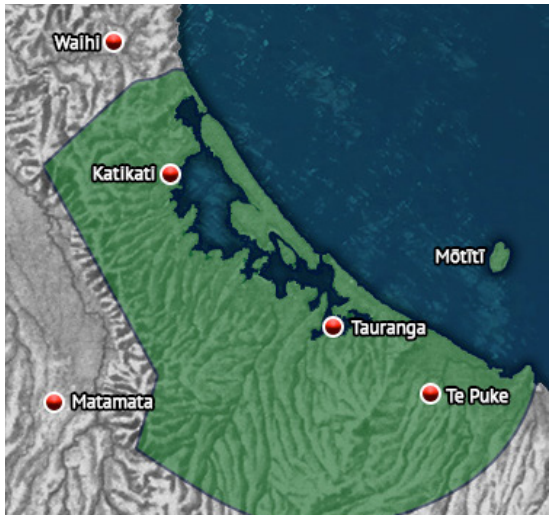


Figure 4: Ngāi te Rangi Rohe

Ngāti Ranginui

Ngāti Ranginui is an iwi that descend from Tākitumu Waka whose rohe covers the area outlined in this map which is based on information from Te Kāhui Māngai. Ngāti Ranginui has seven affiliated hapū and 10 marae across their rohe, with Tuapiro marae being located to the north of the Katikati township.

Ngāti Ranginui recently (May 2025) signed their treaty settlement into legislation which is being administered by its post settlement governance entity – Ngā Hapū o Ngāti Ranginui Settlement Trust. Ngāti Ranginui is yet to lodge an iwi management plan with Council to articulate the way in which they would like to work with Council on their particular aspirations, however Council has statutory obligations to them under the Local Government Act, the Resource Management Act and the Ngā Hapū o Ngāti Ranginui Settlement Act to engage with them in the work that we do, including the development of this spatial plan.

Impact of Raupatu

During the 1860s the land wars had reached Tauranga. Following the wars, the Crown proceeded to confiscate much of the land in Tauranga Moana. Tangata Whenua who fought in Gate Pa and Te Ranga were regarded as rebels and in May 1865 the Crown confiscated 214,000 acres of land. A further 86,000 acres were confiscated in the three years following (50,000 acres crown retained). In the years that followed, a further 93,188 acres were taken by way of forced sale of the Te Puna – Katikati block.

The Tauranga Moana, 1886-2006: Report on the Post Raupatu Claims detailed Crown breaches of its Treaty obligations to the iwi of Tauranga Moana.

These breaches traverse the profound impacts of Crown actions on the iwi of Tauranga Moana, detailing the loss of land and policies that saw the destruction of the homes and livelihoods of local iwi. This combined with legislation, such as compulsory Public Works Act acquisitions, have left iwi and hapū with limited lands compared to their once vast estates, a loss of their culture, and therefore, the means to exercise their tino rangatiratanga.

Iwi/Hapū Aspirations

While each hapū each has its own distinct interests and aspirations, there are several key aspirations that have recurred throughout the relationship between Council and the hapū including the health and sustainability of the whenua and waterways, the health and wellbeing of whānau and connection to, and in some cases return of, sites of cultural significance.



Figure 5: Ngāti Ranginui Rohe

Geography

Topographically, Katikati and its immediate rural surrounds can be described as coastal plain with a flat to gently rolling contour, located between the foothills of the Kaimai Ranges to the west and the Tauranga Harbour to the east. The town is bisected by the Uretara Stream and occupies the base of a blunt peninsular that juts out eastwards into the harbour. The residential area also extends into a secondary peninsular that is connected to the larger one.

Estuarine lowlands and gullies cut into Katikati's elevated landform from the harbour and these features contain most of the flood, coastal inundation and liquefaction hazards. They also act in the role of the receiving environments for rainfall run-off generated from the surrounding agricultural landscapes, the Kaimai Ranges and foothills and the township itself.

Statistically the township is within two different SA2 areas being split by Beach Road as a boundary of sorts, with 'Katikati North' being northwards of Beach Road and 'Katikati South' being southwards. Rural areas to the west and further south are in different SA2 area again.

Aside from its residential development at the top of the peninsular at Park Road, and the Uretara Estuary, Katikati may present more as an inland township than an inherently coastal one given its main street and CBD location. That can be deceiving as its only a short 2 km distance from the edge of town to the harbour fringes. The interface between land and harbour is characterised by walkable low embankments meeting silty/sandy beaches to a mixture of cliff type natural structures varying in heights.

A real asset to the community, nearly all of this harbour fringe is protected by esplanade reserves.

The local land-use is a mixture of urban settlement and surrounding farm land extensively used for horticulture.

The large area of farming land to the east and out to the furthest extent of the peninsula, (although largely in horticulture and zoned rural) forms an integral relationship with Katikati's residential and business areas as the surrounding rural communities make use of the services Katikati has to offer. The same integral relationship could be said of the land immediately to the south and west. Tall shelter belts and artificial shelters enclose and demark the individual fields used for growing kiwifruit, avocados and citrus fruits.

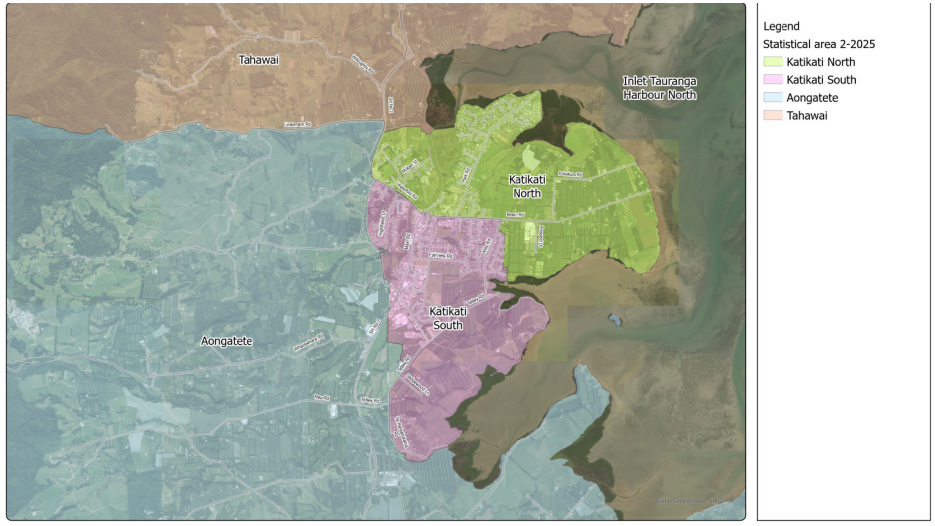


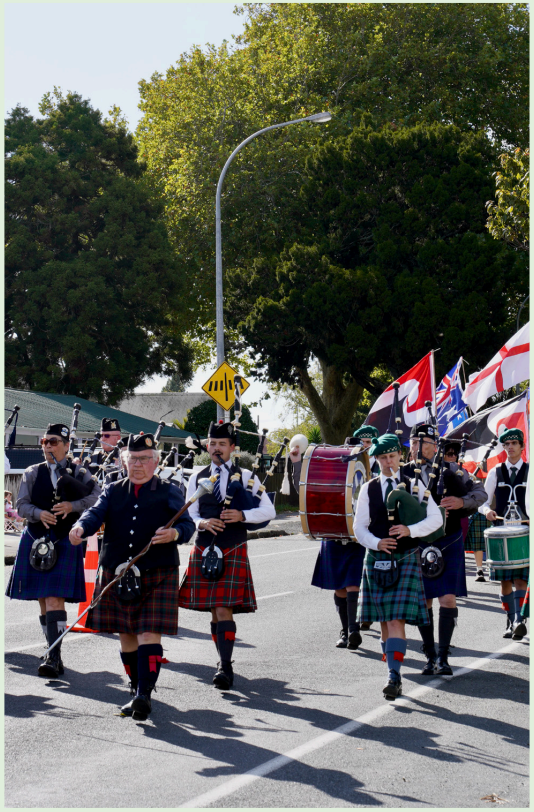
Figure 6: Statistical SA2 Areas.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

People and Community

The Katikati area has been occupied by Māori for centuries and has a strong iwi presence.[16] European settlement started in the 1870s through Northern Irish settlers and the town soon became prosperous based on farming and agriculture.[17] Today it is a thriving multi-cultural community and many community groups and organisations exist to support the community in health, recreation, arts and culture.[18]

Katikati has also been known as the mural capital of New Zealand since the 1990s and this provides interest for tourism.[19] It is also the avocado capital of New Zealand. The town showcases various outdoor arts, sculptures and carvings and has a mural trail and is also known for hosting events such as the Katikati Avocado and Wine Festival and Katikati Festival of Cultures.

16 Katikati Town Centre Plan 2022-2032 (page 12)
17 Katikati Town Centre Plan 2022-2032 (page 12)
18 Katikati Community Plan (page 13)
19 Katikati Town Centre Plan 2022-2032 (page 12)



Parade at the Katikati Festival of Cultures, 2025.

Population Growth and Diversity

Age Groups and Ethnicity

Katikati

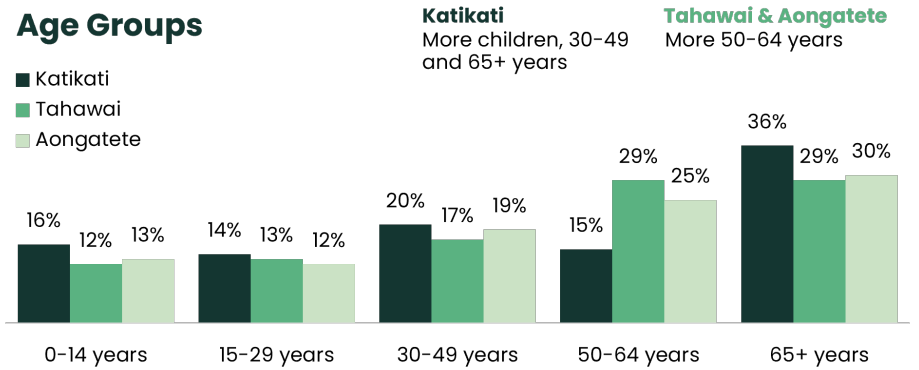
Katikati township population of 5,580 people grew by 9% in the 5 years to 2023, after much higher growth of 23% in the previous 5 years. In the last 10 years, proportions of all age groups in Katikati have remained fairly steady, with a slight increase in adults aged 65+ years. Median age is 51 years, 6 years older than the District median of 45 years, which is 7 years older than the New Zealand median age of 38 years.

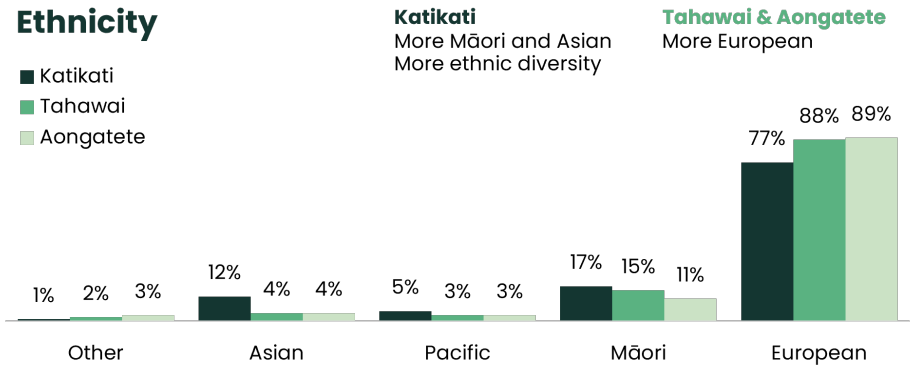
Katikati's ethnicity is relatively diverse compared to other areas in the District, with 77% European, 17% Māori, 12% Asian and 5% Pacific. Only 56% of people are partnered, down almost 10% in 5 years. Katikati is unique, in that only 45% of people aged 15+ are employed, meaning there are more people not in the labour force at 55%. Due to less people being employed, median personal income is $28,700, exactly $9,000 lower than the District median of $37,700.

Tahawai and Aongatete

Tahawai and Aongatete have different demographic features, that are more in line with ageing trends. Tahawai's population of 1,839 people had 0% growth in the 5 years to 2023, whereas Aongatete's population of 3,519 grew by 12%. In both areas, proportion of children has declined, as have 30-49 year olds, while 65+ years have increased. Median age is older at 55 years for Tahawai, 10 years above the District median, and is similar at 53.5 years for Aongatete.

European ethnicity is 89% for Tahawai and Aongatete, with higher 15% Māori in Tahawai compared to 11% in Aongatete. 65% of people are partnered, down 10% in 5 years, and a higher 62% are employed. Median personal income is $35,200 for Tahawai and $34,300 for Aongatete.





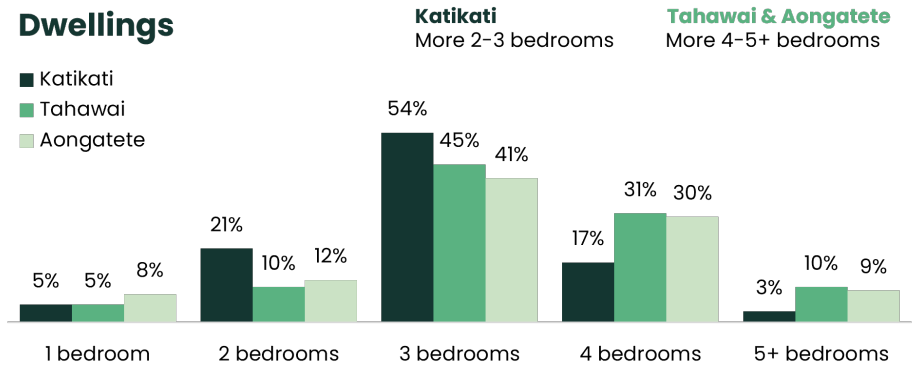
Dwellings

Katikati

Katikati township has 2,556 dwellings, of which 91% are occupied. Being a town with recent development in multi-unit dwellings, 81% are separate houses and 19% are joined. Over half (54%) have 3 bedrooms, 21% have 2 bedrooms, and 17% have 4 bedrooms. Less than 5% of dwellings have 1 bedroom or 5+ bedrooms.

Tahawai and Aongatete

Tahawai has 849 dwellings, of which 86% are occupied due to the nature of some holiday homes on the harbourside peninsulas. Aongatete has 1,491 dwellings with higher occupancy of 91%. In keeping with being rural areas, 96% are separate houses, with around 40% being homes of 4 bedrooms or larger, compared to Katikati's 20%. Only 18% of dwellings in Tahawai and Aongatete have 1 or 2 bedrooms.



Households and Families

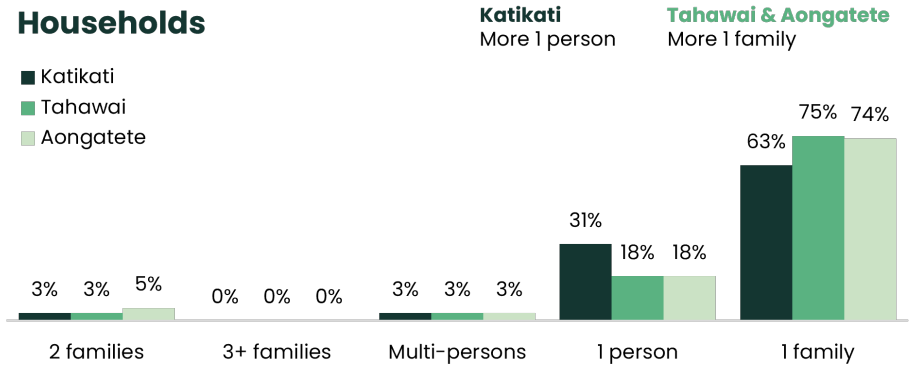
Katikati

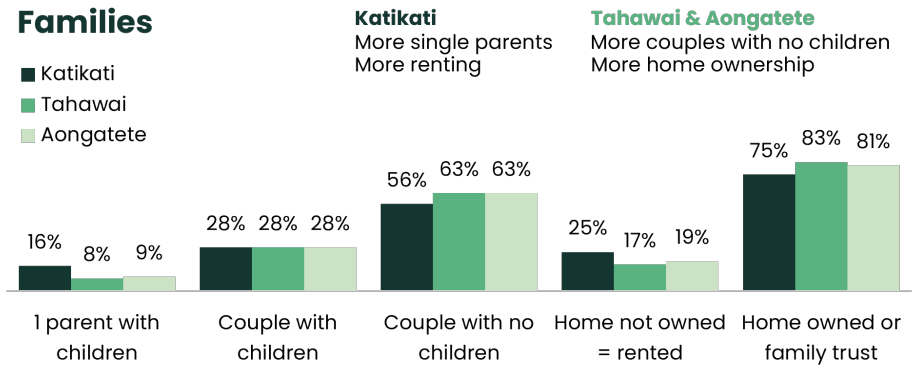
Katikati has 2,316 households, with an average of 2.3 residents. 63% are for one family, and 31% are for one person. Family households have declined over time in favour of single person households. 44% of households have children with one or two adults, and 56% are couples without children. Home ownership is at 75%, with the remaining 25% rented. Median household income is very low at $50,600, being a massive $38,000 lower than the District median of $88,600.

Tahawai and Aongatete

Tahawai has 717 households and Aongatete has 1,335, both with a higher average of 2.5 residents. In contrast to Katikati, and in line with being rural areas with a single standalone dwelling, 74% of homes are for one family, and 18% are for one person. Home ownership is higher at 81%, with 19% rented. Median household income is significantly higher than Katikati at $85,200 for Tahawai and $83,000 for Aongatete, approaching the District median.

NZDep2023 is a socioeconomic deprivation index across eight dimensions: communication, income, employment, qualifications, home ownership, support, living space and dwelling condition. A decile is calculated for each statistical area, and the higher the deprivation decile, the more socio-economically deprived the area. NZDep2023 also reflects the income differences above, with Katikati having a higher deprivation rating of 7-8, whereas Tahawai deprivation is midway on the index at 5, and Aongatete is reasonably low with a rating of 4 (where 10 is highest deprivation and 1 is lowest deprivation).





Community Plans

The first and only Katikati Community Plan was released in 2022.[20] The Community Plan provides overarching strategies and desired outcomes which are aligned with actions that can be achieved over a 20-year period. The Community Plan identifies that there are many other strategies and plans that can influence its outcome, building upon what already exists to create new opportunities and actions that reflect the community's aspirations.

This Community Plan outlines four key objectives covering social, economical, environmental and cultural perspectives:

- A community that actively cares for all of its people.
- An environment where there are opportunities to live, train and work, embracing technology and connected communities.
- An environmentally healthy town and community that actively works to improve our environment.
- Recognising the richness of our bicultural future. A welcoming community for all.

Development of the plan occurred through multiple engagement events with the community, where the Katikati Community Board established a reference group of participants who represented all parts of the community.

Aspirations of the community and Tangata Whenua were captured through this engagement process. This process remains a vital goal of the Community Plan which aims to be used as a living document, providing active and ongoing engagement with the community.

The plan identifies and takes pride in Katikati being a community that is formed by a diverse group of different cultural backgrounds, all bounded together by location and a common sense of place and shared identity. This can be seen through the plan's proposed actions.

20 Katikati Community Plan 2022





Katikati is known as New Zealand's Mural Town with murals and sculptures located around the Town Centre.

Housing and Land

Housing Supply

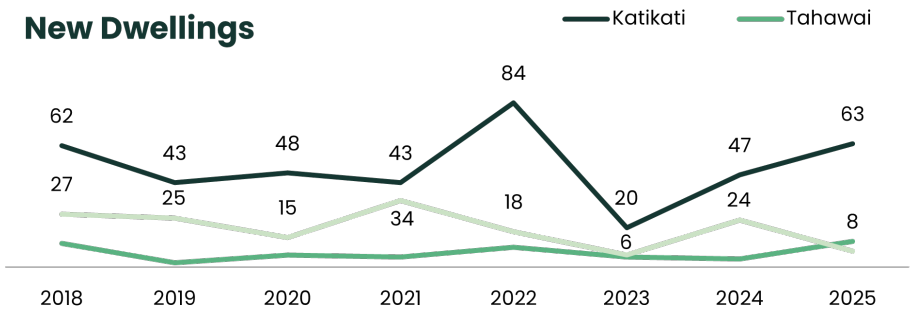
In the private housing market space, new lots created tend to have a close relationship with dwellings consented, particularly in Katikati township, as land is subdivided for new builds and infill. In the 8 years to 2025, 410 new dwellings were consented in Katikati, and 309 new lots were created. Aongatete had 157 dwellings consented and 104 new lots created, and Tahawai had 57 dwellings consented and 14 new lots created.

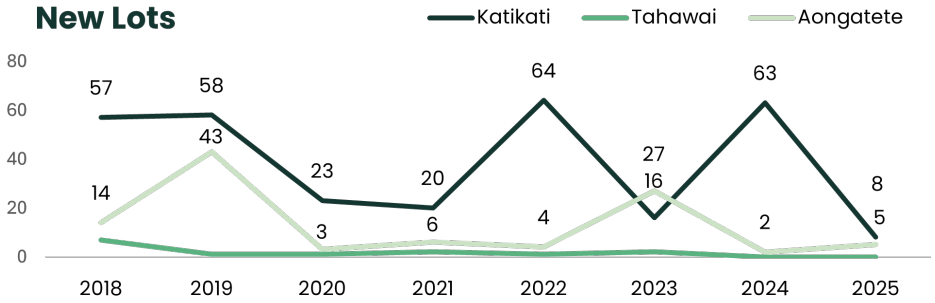
Of new dwellings built in the 7 years to June 2024 in Katikati township, the majority were the size of 2-3 bedroom dwellings with 28% being 76-125m², and 39% being 126-175m².

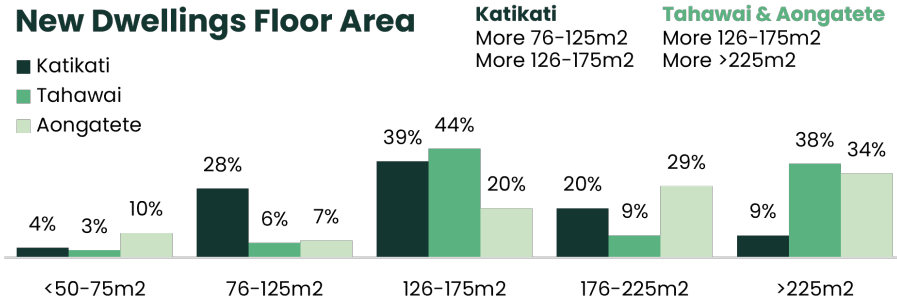
In Tahawai, almost half of all houses built were mid size 126-175m² at 44%, followed by the largest houses of >225m² at 38%. Houses built in Aongatete were of all sizes, with 34% of the largest homes of >225m², 29% of 176-225m², 20% of 126-175m², and 10% minor dwelling size of <50-75m².

These dwelling sizes generally fit with the demographic profile of each area, with a mix of larger households for one family, and smaller households for a couple without children, or one person.

Rental property numbers are higher in Katikati at 25% of dwellings, while rental properties are a lesser 18% of dwellings in Tahawai and Aongatete. Weekly rental prices also differ, with Katikati's average rent being $576 per week, $481 for Tahawai and $554 for Aongatete. Median sale price was $740,250 for Katikati, $906,833 for Tahawai and $1,770,000 for Aongatete in June 2025 (HUD).







Housing Gaps

The homes and communities we live in are the foundation of our wellbeing. All New Zealanders deserve to live in a safe, warm, dry home that they can afford. Aotearoa New Zealand faces complex housing and urban development challenges that have grown over generations.

Every community has their own housing and urban development challenges and opportunities and a 'one size fits all' approach will not work to address them. This is because every place is unique with different characteristics including challenges or problems arising from local history, culture and heritage, geography, economy and resources. Taking a deliberate, place-based approach means ensuring we understand the different challenges and opportunities facing each place, what is driving housing and urban outcomes in places, and that we respond accordingly.[21]

Council adopted a Housing Action Plan in 2024 with the vision that all Western Bay of Plenty residents are well housed. This vision includes provision of homes that are affordable, accessible, secure, liveable and appropriate to life stages and differing needs. This is fundamental to the wellbeing of our communities. Housing is a complex system and a sustained commitment to local housing approaches. One that reflects our communities' specific needs is the best way forward.

Census 2023 and Household Economic Survey analysis has shown significant unmet housing need is evident and growing in scale in the district.[22]

Homelessness has increased[23] as 1,116 people were living in severe housing deprivation in the district in 2023. Living in uninhabitable housing and sharing accommodation were the most common forms. The prevalence is skewed towards people aged 30 years and over.[24]

In June 2024, there were 210 people on the social housing waitlist in the district, (up from 96 people in 2020), and is likely an under count of social housing need. Women 65% of applicants, outnumber men on the register, probably reflecting the growing number of single-parent households headed by women. New provision of social housing is unlikely until June 2027 as Government funding is capped and funded places allocated.[25]

House prices have doubled relative to household incomes between 1996 and 2023. Over the same time period, rents as a ratio of household incomes have increased between 9-10 percentage points. These ratios indicate a significant deterioration in housing affordability.

Households able to affordably pay their rent but unable to affordably buy a dwelling at the lower quartile house price increased significantly between 2019 and 2023 in WBOPDC.[26]

Groups in the district particularly vulnerable to housing stress and insecurity are:[27]

- Children and young people living in rental housing.
- Older people with a mortgage, or living in rentals.
- One-parent and one-person households that are renting or are owner-occupiers with a mortgage.
  As they only have one income for the household, this can affect their ability to enter owner-occupation and to afford rents in the private rental market. One-parent households are more likely to live in not owned dwellings.
- Māori and Pacific households, especially the latter, tend to depend on rental housing.

What is known as the intermediate housing market (IHM) has increased. This is "private renter households with at least one person in paid employment, unable to affordably purchase a house at the lower quartile house sale price for the local authority area at standard bank lending conditions." This cohort puts pressure on the rental market from households unable to afford to purchase housing. The proportion of households in IHM in WBOPDC increased by 181% between 1991–2022. In 2022 WBOPDC had 13% of households in the IHM.[28]

21 Government Policy Statement on Housing and Urban Development 2021

22 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

23 StatsNZ use the definition of severe housing deprivation to measure and describe homelessness

24 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

25 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

26 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

27 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

28 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

It is important to understand the housing that the Katikati community needs, how the current housing supply meets those needs and what the housing gaps are. A useful way to consider housing needs is to look at housing provision across the entire housing continuum (see Figure 7) from social housing to private market ownership in conjunction with a local community's population attributes and the current housing supply.

The aim is to have a well-functioning housing market that meets the variety of a community's housing needs and that supports people to move across the housing continuum, from less secure tenure to increasingly secure tenure; e.g. from emergency housing to social housing or renting, from renting to home ownership.

Research has consistently shown significant individual and community benefits when people have security of tenure in their housing.

There is no emergency housing, transitional housing, or community housing in Katikati or surrounding areas. Community housing providers are not yet present in the area. Kāinga Ora has 13 homes in Katikati urban area.

Assisted or below market rentals in Katikati include:

- WBOPDC Elder Housing are 39 affordable rental units located at Beach Road, Tui Place and Heron Crescent. Applicants must be older people who are New Zealand residents who meet an asset limit.
- Katikati RSA Homewood Village provides 38 affordable rental units for people 50 years plus. Priority is ex-servicemen but this is not required.
- Abbeyfield Western Bay of Plenty is developing a 14 bedroom plus ensuite home, being an affordable rental option for 65 years plus.

In this area YouOwn provide assisted home ownership options, targeted at households with a somewhat higher income profile.

Supply of private rental and private ownership housing is reported above.



Figure 7: Housing continuum: aim is to provide a range of housing according to specific local community needs.

Katikati's Housing Needs and Housing Systems Plan

Part of Council's Housing Action Plan is to facilitate local housing networks to develop and implement place-based housing strategies, providing an evidence base for strategies by completing local housing needs assessments. Katikati Housing Network formed in 2023, developed a housing needs report and subsequent Housing Systems Plan which provides agreed direction for the network. Membership includes iwi, local businesses, developers, social housing providers, social and health service providers, community groups, and Central Government.

The housing statements resulting from the findings in the Katikati housing needs report are listed below, as are the housing strategies. The information below should be read in context with the Census 2023 data provided in Section 6 - People and Community as the housing assessment utilised Census 2018 data. That said, the picture remains the same; the list of statements below about the Katikati housing market are accurate, so too are the strategies in the housing plan.

A spatial plan cannot address all the housing needs in this area, however adequate supply of land for residential development is key to housing provision.



Te Āhuru Mōwai o Hiria (previously known as Heron Crescent Elder Housing Units).

1	The growth pressures facing the sub-region may be starting to have an impact on Katikati as the town, with its existing infrastructure, land availability and, in the past, relatively affordable housing may be attracting the 'overflow' of development that cannot be met in Tauranga. This will continue until the land supply for housing in Tauranga improves via the SmartGrowth Priority Development Areas. There have been significant increases in housing costs from affordable to now unaffordable for a significant cohort of the population.
2	Katikati has a lower-than-average income profile, along with lower educational attainment and a high proportion of the workforce in less skilled and lower paying jobs. Access to affordable housing is key to retaining a local workforce and social and economic stability in Katikati. The high proportion of people aged 65 years and over are not the sole drivers of the lower-than-average incomes in Katikati as people of working age are also earning lower than average. Rental costs have increased creating housing stress for low-income households. Rent increases have far outstripped income increases.
3	Katikati is Level 2 for Accommodation Supplement, lower than Ōmokoroa which is Level 1. The asset threshold for Accommodation Supplement is low ($8,000) which means many older people cannot access the supplement.
4	Planning to cater for housing the community's needs is not well advanced. The increased growth will have an impact on the fabric of the existing community, with potentially a significant shift in local demographics due to affordability and supply.
5	There is a substantial amount of zoned and serviced residential greenfield land in Katikati, unlike other areas in the Western Bay of Plenty District and Tauranga City where there is little. But not all that land is coming to market for development, e.g. two large blocks remain for farm use. New housing supply is being developed in Katikati across multiple sites currently. Land supply may become an issue in the medium to long term.
6	There is a limited supply of public housing to meet increasing needs. The supply of social housing is much slower than the supply of market rental and owner-occupier homes.
7	There is a limited supply of assisted rentals (below market rental) for people under the age of 65 years.
8	The supply of market rental housing is low, and insufficient market rental housing is available.
9	Alternative tenures are not available to match the needs of a diverse community requiring affordable housing of the right size for their life stage. For example, there is a high demand for developing minor dwellings but they are hard to deliver.
10	Overcrowding is recognized as a measure of unmet housing demand. In 2023, 5% of Katikati households were living in crowded accommodation.

11	There are currently mismatched accommodation needs as Katikati has a high proportion of smaller 1-2 person households, whereas only a small proportion of the total housing stock is 1-2 bedroom. These demographics appear to be a stable trend, observed over consecutive censuses. Of note there has been an increase in 1-2-bedroom dwellings consented in Katikati compared to previous years, so new housing is being developed that is better matched to the large cohort of smaller households.
12	Local hapū are starting build programs to deliver new housing supply on whenua Māori and other general title land (for both infrastructure and build). Demand is significant and is increasing.
13	There are pockets of sub-standard housing, with a wide range of negative impacts for households living in these conditions.
14	Existing stock is becoming increasingly expensive to purchase for the median household income profile. Single parent households are the lowest home ownership cohort but outcomes for children in secure tenure are significantly positive.
15	Some purchasers are not demonstrating a strong desire to 'downsize' into medium density housing, not yet seeing the value of living smaller but closer to services. There are examples of well-designed and well-located 1-2 bedroom units, and attached dwellings are selling well, but concerns about smaller sections are often heard throughout the community.
16	When new housing is supplied, it will satisfy demand for higher income cohorts, but not those who have high affordability constraints. New housing supply has not been distributed uniformly across the housing continuum with gaps in new housing provision; social housing, community housing, affordable to rent and purchase. Opening more land for housing does result in more housing but not necessarily providing the type of housing the community needs. The focus needs to be wider than just land supply. The Katikati Housing Network can play a key role in developing and implementing a local housing plan.
17	Older people are experiencing a range of housing issues and have diverse housing needs and aspirations. This includes wishing to remain within their community either in their current home or to downsize into a smaller dwelling. Also moving to a congregate setting (e.g. lifestyle or retirement village) or assisted rental village (RSA, WBOPDC elder housing, Abbeyfield model). It is acknowledged that a range of housing types and tenures are required to meet older people's diverse housing needs, being affordable to rent, affordable to buy, smaller accessible age-friendly products, homes within the community and homes within a congregate setting etc. Older people wishing to downsize within Katikati report: • Older people wishing to build a secondary dwelling on their existing section, cannot obtain bridging finance, and mention District Plan restriction/costs. • 'Lifestyle Villages' are popular for some older people. These are a License to Occupy model where the land is leased by the homeowner and the dwelling is purchased. This is a medium density, relatively lower cost purchase village living option. • Some seek smaller dwellings with a range of price points to purchase with accessible and age-friendly features installed to maintain their independence. • Some seek smaller dwellings being affordable to rent with accessible and age-friendly features installed to maintain their independence. • Support is needed for alternative tenure and typologies for older people, e.g. Abbeyfield housing project.

The table below shows the actions from the Katikati Housing Systems Plan:	
1	Provide support to match people with specific needs into housing, with a focus on urgent housing need. Supply is targeted to match those needs.
2	Increase opportunity for developing minor dwellings.
3	Accelerate new housing supply that meets the affordable housing needs of the community to the projected population of 6,980 people in 2043.
4	Support to Ngati Te Wai Māori Land Trust and Ngāi Tamawhariua for utilisation of their land and existing housing supply to provide new supply and fit for purpose existing housing in line with iwi aspirations.
5	Promote options for First Home Buyers to get into home ownership.
6	Support alternative tenures and typologies to meet local housing needs across all age groups and life phases.
7	Increase social housing and community housing supply steadily that matches community needs.
8	Seasonal worker accommodation needs are understood, what's available is known, and customised accommodation is provided.
9	Support and facilitate development of housing tenures and typologies which meet the needs of the intermediate housing market.
10	Monitor land supply and development activity for housing coming to market in the short, medium and long term.
11	Utilise the place-based framework to implement the Housing Systems Plan which is recognised by Government, community, and stakeholders as the platform for affordable housing delivery in Katikati, as an urban growth area in the Western Bay of Plenty sub-region.
12	Ensure the Katikati Housing Network is functioning and is well managed, to support delivery of the housing strategies for Katikati.

Land Use and Intensification

Katikati's existing population has primarily been enabled through traditional residential zones. These have been added to over the years as required to meet demand for growth. The last time that substantial new areas were added was in 2003 through Plan Change 18 (Katikati Urban Growth) to the previous Operative District Plan. This included the end of Park Road where the Summerset retirement village is, the dairy farm at Park Road, the area at Longmynd Drive, the orchard next to Moore Park at Wills Road/ Tetley Road, and the Middlebrook Drive area. Structure Plans were also added into the District Plan for these areas at the time. Plan Change 56 (Katikati Structure Plan Revision) to the previous Operative District Plan followed in 2009, to amend the structure plans at the southern end of the township (including with respect to internal roading layout and wider connectivity). The most recent addition of new residential land was a small area at Binnie Road through the District Plan First Review made operative in 2012.

The development of these traditional residential zones have mostly resulted in the 800-1,000m^2 lot sizes, which are common in the township. Over the years, many landowners have taken the chance to subdivide these into smaller lots but typically not less than 350m^2 because of District Plan rules. However, in the last 5-10 years, newer subdivisions have sought to provide for much higher densities e.g. 20 dwellings per hectare and smaller lot sizes as a result. This has been a market driven change supported by Council to meet the need for more housing.

Zoning for approximately 4ha of medium density development was added to the current Operative District Plan through Plan Change 21 in 2013. The purpose of this was to encourage higher densities/ smaller sections than traditional residential development, such as for town houses, close to the Katikati town centre and amenities such as swimming pools and parks. This zone was added in response to an action identified in the previous Katikati Town Centre Plan adopted in 2010. At the time of adding the zone, many of the existing properties were already of traditional residential lot sizes (e.g. 1,000m^2 or subdivided into two) with large dwellings occupying the sites. For this reason, medium density developments have not occurred as this would require larger areas of vacant land. Of note, the medium density zone is also located next to the commercial transition zone (for mixed use) which also provides for medium density housing as well as some commercial activities. This was introduced though Plan Change 20 (Changes to the Katikati Commercial Zone) to the current Operative District Plan in 2013.

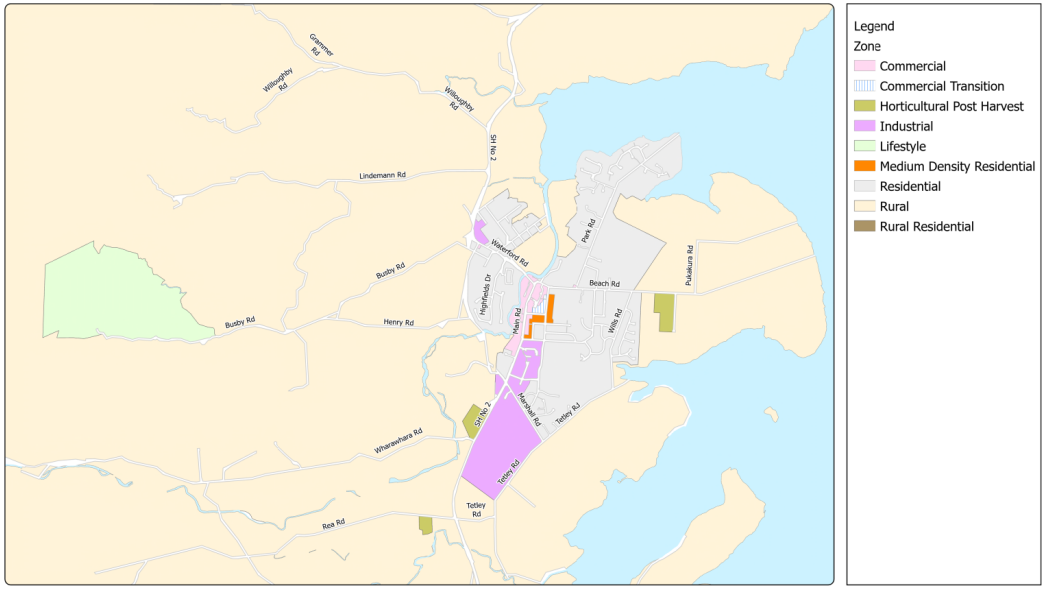


Figure 8: District Plan Zones.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

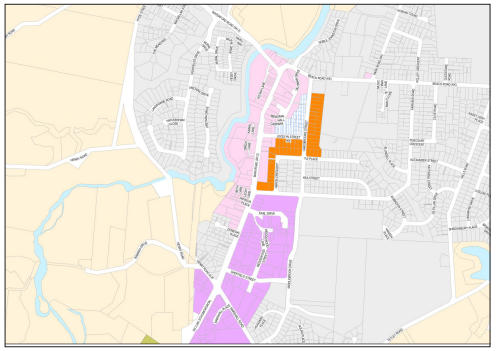


Figure 9: District Plan Zones - Town Centre Enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

As mentioned earlier under the discussion of the HBA, there is a future urban growth area identified in the Henry Road/Busby Road area. In 2017, Council investigated the suitability of this land in detail for future residential development. This investigation was triggered because the large vacant residential land blocks (dairy farm and orchard) in place to provide for the projected future population of Katikati were not anticipated to be available in the near future. Another area needed to be identified as an alternative to allow Katikati to grow.

This study determined that the area would be feasible to develop and able to deliver the extra housing needed to meet Katikati's projected future population.

However, it was also apparent that not all of this area may be required and may result in an over supply of land. A reduced area around Busby Road was identified as a potential solution to this, focusing on the flatter part of the urban growth area.

Subsequent investigations into other areas in Katikati identified that there would be more feasible options in alternative locations, some of which would also be more easily integrated into the existing township e.g. on the same side of the State Highway and close to existing residential areas and amenities.

These studies concluded with Council selecting a 25 hectare area to the east of the Park Road dairy farm at Beach/Papakura Roads as the most suitable option for further rezoning ahead of Busby Road and other areas. A draft structure plan in principle was approved in 2019 for this location. However, this area may not be required if the existing blocks of residential land at the dairy farm and orchard at Wills/Tetley Road become available.

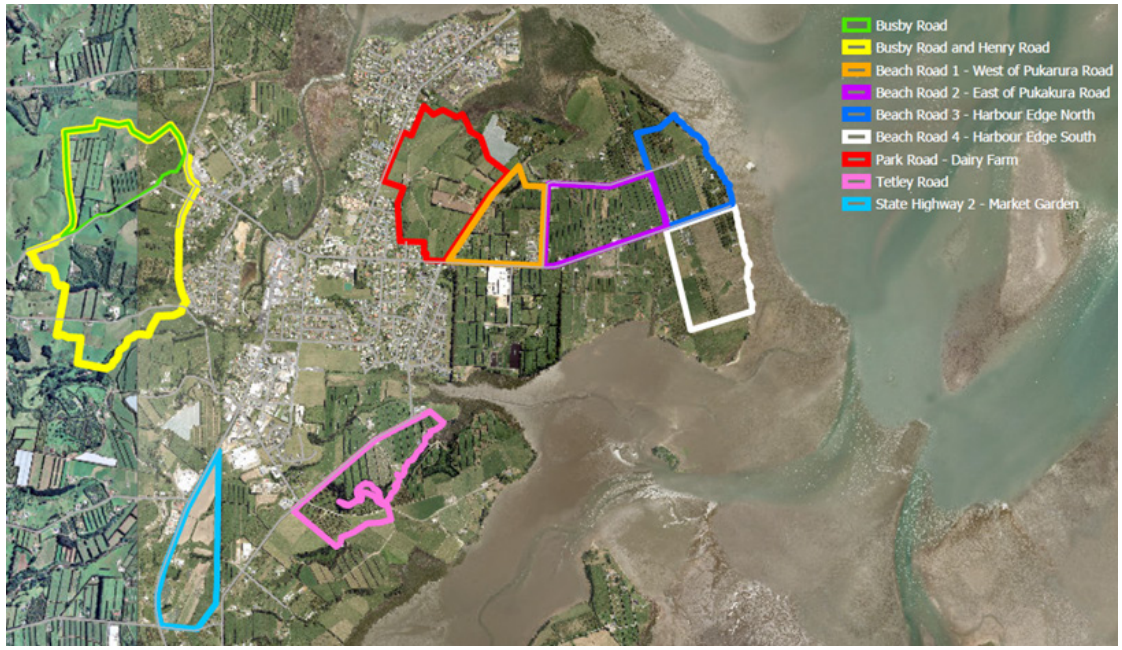


Figure 10: Katikati Urban Growth Options (2017-2019 Studies).

Another way of providing for housing is through lifestyle zones. There are three lifestyle zones in the District: Te Puke Lifestyle Zone, Katikati Lifestyle Zone and Minden Lifestyle Zone. These were created through the District Plan First Review, as Council was concerned about the fragmentation and loss of productive land in the rural zone as a result of subdivision and additional dwellings for non-rural purposes e.g. lifestyle. The new lifestyle zones were established to maintain the rural land resource and highly productive land for farming, whilst meeting the demand for rural lifestyle living in more appropriate locations close to existing urban settlements and with views.

Katikati's Lifestyle Zone is approximately 120 hectares and is to provide the opportunity for subdivision and lifestyle living, close to Katikati, with good views. A structure plan needs to be prepared to guide the coordinated subdivision and development of the zone. No subdivision and development can occur until this structure plan is in place.

Rural-residential zones are older zones that had also recognised the demand for lifestyle living in the District near existing settlements in the past. There are no such zones in the Katikati township. The nearest rural-residential zone is at Tuapiro Point. This zone is already fully developed and has allowed the establishment of approximately 20-25 dwellings.

Some parts of the rural zone have also been developed for housing near the Katikati township. This includes for farming, lifestyle living and also the Fairview Estate country club on Sharpe Road and the papakāinga at Te Rereatukāhia Pā.

There is also provision for industrial (including post-harvest) and commercial/mixed use development in the Katikati township. See Section 14 – Economic Overview.

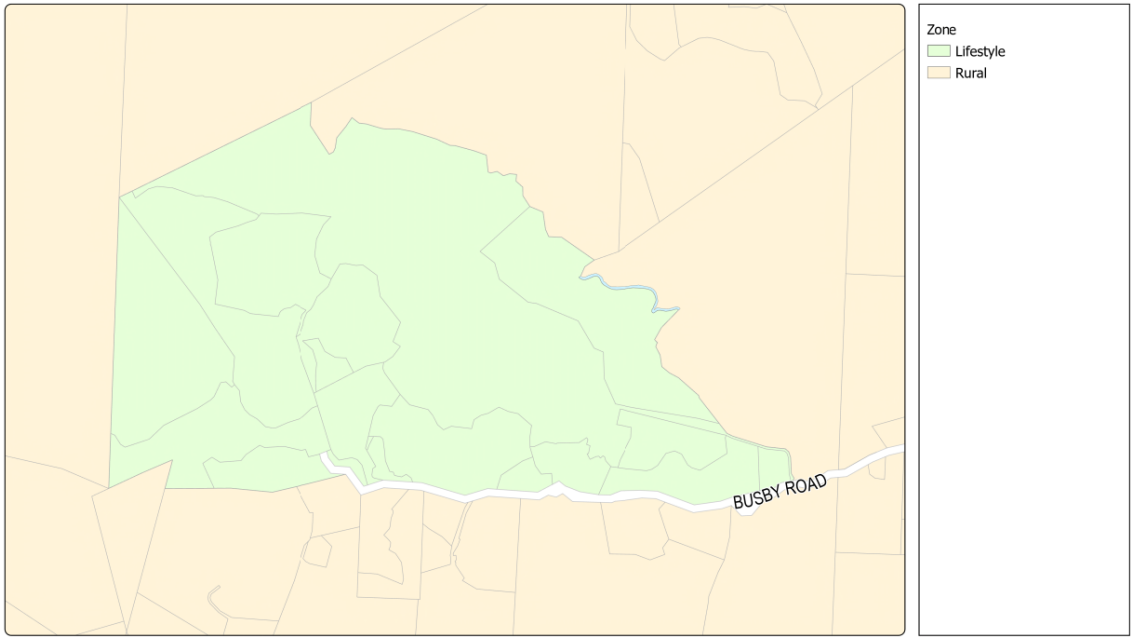


Figure 11: District Plan Zones - Lifestyle Zone at Busby Road.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Structure Plans are incorporated into the District Plan to enable and guide development in new growth areas. They ensure critical infrastructure or other growth aspects are accounted for and can include maps, rules and requirements for infrastructure (including funding). This includes the residentially zoned orchard at Wills Road/Tetley Road and the industrial zone at Marshall Road/ Tetley Road. There is no structure plan for the wider township or rural zoned areas.

Infrastructure

The provision of bulk infrastructure is essential for supporting our existing communities and their future growth. Council is responsible for the construction and maintenance of stormwater, wastewater, water supply, local roading and walkway/cycleway infrastructure. Our communities also rely on other parties to provide essential services such as power, telecommunications and state highways. This section of the report gives an overview of the bulk infrastructure in the spatial plan area for three waters, power and telecommunication. See Section 9 – Transportation for state highways, local roading and walkways/cycleways.

Stormwater

The characteristics of stormwater run-off are dependent on the topography and landforms its traversing on the way to the rivers and ocean. Much of the historical urban development in Katikati has been inland from the harbour rather than around the harbour fringes, with the exception being development at the end of Park Road where the residential area occupies a peninsula type of landform. Overall, Katikati's topographical landform affords the town a good situation for stormwater management and disposal being elevated above the adjacent harbour and with relatively free draining soils. Old gully systems have been preserved allowing for stormwater to be discharged into these as one of the options utilised over the years

Flood hazards in Katikati are largely confined to the gully systems, minor waterways and the Uretara Stream. The State Highway network including the bridge at the northern end of Katikati is prone to flooding and can affect access to and from the township.

Some developed residential areas such as between Fairview, Clive, and Wills Roads are also identified as potentially floodable as are other private properties including along the main road (SH2), Park Road and elsewhere.

Katikati's stormwater system serves the internal sub-catchments with a mixture of discharge methods to various managed ponds/treatment areas, gullies, waterways, the harbour and in some cases soakage. Like our other towns, the older systems were only designed to serve the roading system with private residences relying on soakage for the most part. Newer developments such as Highfields and Middlebrook Drive (for example) have been required to install more comprehensive systems with connections for each property and discharge to a managed location such as vested treatment/attenuation ponds. The method chosen sometimes requires discharge consent from Regional Council.

Council's forward works programme (LTP) for Katikati reflects the overall robustness of the stormwater system with the bulk of the 10 year budgets dedicated to structure plan works. However, roading flood mitigations in two street locations (Belmont Rise/Grosvenor Place and Francis Drive) share a smaller portion (15.3%) of the overall funding.



Katikati Wastewater Treatment Plant upgrade in progress.

Wastewater

Katikati is served by a comprehensive wastewater reticulation and treatment system. Originally installed in the late 1960s to mid 1970s, the reticulation network has extended over time with pipe and supporting infrastructure installation dates spanning 5 decades. This system is a 'traditional' mixture of gravity lines and pumped pressure mains, which can be found in most urban areas within New Zealand.

Being ageing and 'old technology' in regards materials and pipe design, they are not without their problems from a maintenance perspective. These older pipes are usually in 4 or 6 metre lengths with a sealed joint between each length. These joints all have the potential to leak and with hundreds to thousands of them in any one reticulation system, leakage is a common issue. Manholes are also prone to leakage mainly due to age. These leak points also have the potential to allow the ingress of groundwater, adding an unnecessary load for the system to deal with. This infiltration is an issue for most councils and Western Bay has allocated $349,100 in the LTP over the next 10 years for Katikati.

Another issue is the pipe material itself. These older systems are either asbestos cement or uPVC (unplasticized polyvinyl chloride) and in Katikati the predominant material appears to be uPVC. Unfortunately, in the long term, uPVC is prone to failures such as splitting and has fallen out of favour due to long term maintenance issues.

Over the past decade or so, councils around NZ (including WBOPDC) have switched to using Medium or High-Density Polyethylene (MDPE/HDPE) as the preferred material for subdivisional development and our own upgrade programmes. These pipes come in long 'strings' meaning there are less joints and consequently less potential leaks.

The few joints that result are plastic welded and the material itself is extremely robust giving councils long term relief from the constant maintenance interventions that would occur otherwise. This same versatile material and installation methods are also used extensively for water supply reticulation and to a lesser degree, sometimes stormwater. This material is often blue in colour and can be observed being installed on a regular basis if driving around our towns and cities. This material (MDPE/HDPE) and jointing method also makes it resilient to ground movement and vibration (e.g. earthquake).

The system discharges to a treatment plant located in the rural zone off the end of Prospect Drive. The treatment plant is being upgraded with works having commenced in November 2024 and scheduled for completion in August 2025.

The treatment plant itself discharges treated wastewater to the open sea via a pressure pipeline that traverses beneath the Tauranga Harbour before crossing Matakana Island overland through the pine forest to the ocean outfall.

This nearly 50-year-old uPVC pressure pipeline, installed in 1976, has reached the end of its serviceable life and is due for replacement. This has become increasingly urgent and being sub-marine will be a costly project. Council is considering the options. The current 2024-2034 LTP has allocated a substantial $68 million over the next 5 years for this work.

Figure 12 on the next page shows alignment of the treatment plants pressurised discharge pipeline beneath the harbour and across Matakana Island to the open coast.



Katikati Wastewater Treatment Plant upgrade in progress.

Water Supply

The district is divided into 3 water supply 'zones' – Western, Central and Eastern. Katikati is located in the Western zone.

Katikati is supplied with potable and fluoridated water coming mainly from the three bores and treatment plant configuration located at the end of Wharawhara Road. The system does share another bore and treatment plant with Tanners Point located along SH2 north of Tanners Point Road which gives both systems a good degree of resilience. The system is to firefighting standard within the urban zones.

This same system also serves many of our rural communities, both north and south of Katikati between the Tauranga Harbour to the east and the mountains to the west. Generally, the supply is reliable up to the 60m above sea level contour, after which the pressure and flows drop off dramatically. Some of the system extends to higher elevations than 60m, however property owners need to install on-site storage and booster pumps. Generally the systems throughout the district do not extend past the 60m to 90m contour.

Many of the reticulation lines near the ends of the networks at these contour heights scale down in size to an internal diameter of 50mm. Coupled with the reduced pressure and flows, this diameter is an inadequate size to supply the number of homes and businesses with an acceptable level of continuous flow and pressure. To mitigate this, Council restricts the individual property supplies through several methods supported with by-laws to:

- Require on-site storage (albeit filled by Council's system).
- Require private booster pumps from the storage tanks to the dwellings.
- Require flow restrictors at the point of supply.

This is the situation for Katikati's Lifestyle Zone located near the end of Busby Road, where the water reticulation terminates at around the 86m contour and some 160m horizontally short of where the lifestyle zone begins. With contours ranging from approximately 70m to over 200m, substantial upgrading would be required to supply this zone with even a small amount of pressure and flows. This is the same scenario for our other two lifestyle zones at Minden and Te Puke.

Similar to wastewater, the water supply reticulation systems consist of a mixture of ageing materials and infrastructure. Council now requires the use of MDPE for new subdivisions and (as for wastewater), has a replacement policy in place for when parts of the reticulation need upgrading due to material failures.

As safe drinking water is vital to human (and other) life, the resilience of the treatment and reticulation systems is very important to enhance and protect going forward.

Local Water Done Well

Council has approved the Water Services Delivery Plan (WSDP) that confirms the pathway toward establishing a joint Water Organisation with Tauranga City Council, to deliver drinking water, wastewater and stormwater services from 1 July 2027. There is a due diligence process to be undertaken, following which both councils will decide whether to proceed with the establishment of the new organisation. The Water Organisation would develop a Water Services Strategy which would set out the proposed infrastructure and investment plans.

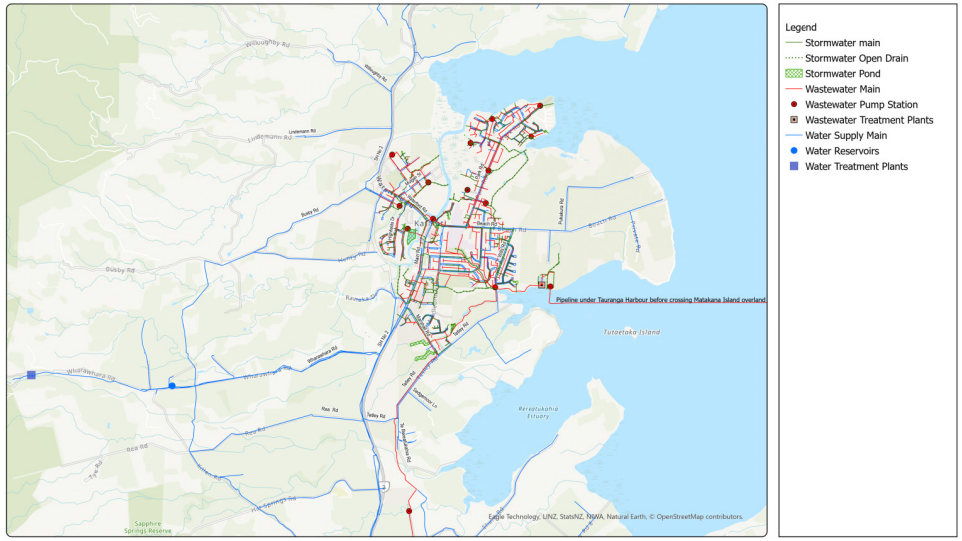


Figure 12: Three Waters Infrastructure.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Power Supply

Transpower own and operate the national electricity grid. Powerco is our local electricity distribution company. Both of these entities are aware of the ever-increasing loads on their networks and are actively pursuing large investment solutions. WBOPDC, TCC and BOPRC work closely with Transpower and Powerco to ensure acceptable solutions for all. The resilience of the power network is a high priority for all stakeholders.

The power supply network in the District is under strain from rapid property development (specifically over the past 20 years), and more recently the considerable uptake in electric vehicles. In June 2024, Transpower approached Council, TCC and BOPRC to jointly work on the 'Western Bay of Plenty Development Plan' to shortlist network upgrade options. The region's two development corridors – the western and eastern corridors, both need attention.

The current projects focus is to increase the resilience of the power network to enable growth in the eastern corridor which includes Mt Maunganui, Papamoa and Te Puke, and the western corridor which captures Tauriko, Te Puna and Ōmokoroa. The northern reaches of the district including Katikati are of not such concern due to their low current and future growth potential.

Council will continue to work alongside Transpower and major stakeholders to assist in realising this project outcome.

Telecommunications

Telecommunications are a fast-paced technology which continues to rapidly evolve. This means that our communities can rely on a robust network with many options and flexibilities to consider. Having all our communities with access to high-speed data transfer can only be a benefit.

Katikati and surrounds are well served by a mixture of the old copper network, newer fibre networks and a variety of wireless options such as 'Starlink'. The old copper network is being retired, and the fibre network is steadily being extended into the rural areas. Although, with the advent of modern wireless technology, the need to have a fibre cable is reducing.

Chorus and other providers are responding to the wireless technology with a counteroffer for their customers. A programme of promoting 'open access fibre networks' which will aid in 'digital equity' is being rolled out. This programme is designed to connect digitally excluded households with fibre at an affordable price point.

Chorus has contacted Council for feedback on the 'open access' and 'digital equity' topics. Through this process Council has noted that although we have been requiring fibre to be installed in residential developments for several years, Council has no requirement for the systems to be 'open access'. Building this requirement into the District Plan/planning framework will be considered in the future.

Council has been actively supporting rural and lifestyle property developers in their wireless proposals using the mechanism of consent notices. These consent notices inform prospective buyers that this is the only mechanism available for high-speed data transfer. As the mechanism for 'open access' could be an option going forward, this is likely to change.

It will be worth investigating the 'open access' option for further development in Katikati to provide options and competition for telecommunication in this area.

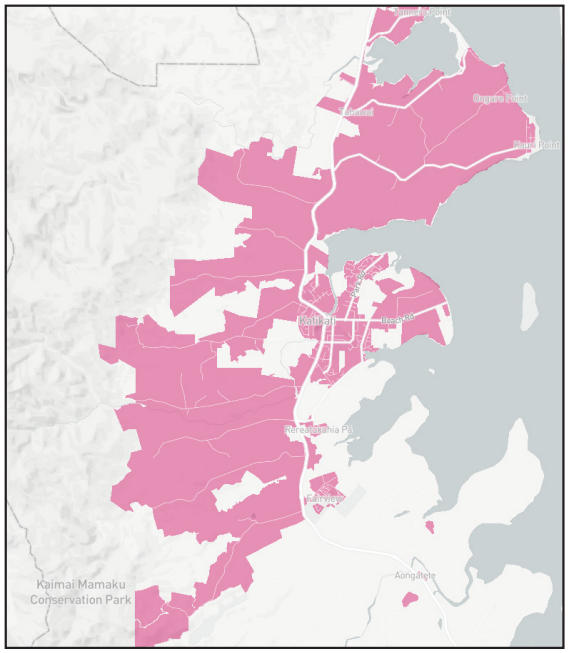


Figure 13: Broadband via fibre cable availability map.[29]

29 Chorus - Broadband availability

Transportation

National Land Transport Programme (NLTP)

The National Land Transport Programme (NLTP) contains the land transport activities that NZTA/ Waka Kotahi anticipates funding over a three-year period.

In the NLTP, State Highway 2 is recognised as a 'key route'.[30] Although not directly included in the NLTP for large projects, Katikati will benefit to a small degree from the inclusion of both stages of Tauranga's 'Takitimu North Link' expressway projects as travelling into Tauranga will eventually get easier, particularly from the Ōmokoroa, Whakamarama and Aongatete catchments.

As mentioned above, the long talked about Katikati bypass is not currently included in any long term plans by the various agencies. The NLTP does have a local road component for 'pothole prevention' so there may be some benefit to the study area from that.

Roads of National Significance (RoNs)

The Roads of National Significance (RoNS) are a package of major transport projects that, once completed, will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Within the Bay of Plenty there are 3 identified RoNs projects. These are SH29 Tauriko West, Takitimu North Link Stage 1 and Takitimu North Link Stage 2. The TNL Stage 1 and 2 projects are described in more detail below.

Although recognised as a 'Key Route' under the NLTP, State Highway 2 in the vicinity of the Athenree Road turnoff and most of the way back to Tauranga, is currently not included as a RoN.

Bay of Plenty Regional Land Transport Plan 2024-2034 (RLTP)

The Regional Land Transport Plan combines the thinking from all of the councils in the region into a single strategic document for land transport investment. The Plan is the mechanism for the region to seek Central Government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements. It is a requirement under the Land Transport Management Act 2003.

For Katikati, the Plan recognises that the bypass has not eventuated and that increasing traffic volumes including from heavy vehicles cause significant congestion and severance of local transport routes. The bypass business case and "Katikati Urban" project (to mitigate issues on and around SH2 in the absence of the bypass) are listed as two activities that have been requested for inclusion as a project by the Regional Transport Committee (RTC). The Plan also notes that Katikati's growing popularity as a place to live for families generates commuter traffic towards Tauranga, and that public transport to Tauranga (and north to Waihī and Paeroa) may need to be improved to support workers.[31]

Bay of Plenty Regional Public Transport Plan 2022-2032 (RPTP)

The Bay of Plenty Regional Public Transport Plan (RPTP) is the key statutory document for public transport planning and investment in the region. It guides the design and delivery of public transport services, information and infrastructure in the region. It has a 10+ year strategic view with a particular focus on the first three years. It looks at what the public transport system needs to achieve, how to get there and what public transport services are proposed. Katikati has a regular weekday bus service to and from Tauranga.

30 Bay of Plenty regional summary - NLTP 2024-27

31 Bay of Plenty Regional Land Transport Plan 2024-34

Transport System Plan (TSP)

The TSP includes a shared transport vision for the next 30 years for Tauranga City and the Western Bay of Plenty District. It is a collaboration between TCC, BOPRC, WBOPDC, NZTA/Waka Kotahi, Tangata Whenua, Priority One, KiwiRail and Port of Tauranga.

The TSP has more than 80 chosen projects that will make it easier and safer for people to get to schools, jobs, healthcare and shops by walking, cycling or public transport, to easily connect within their local communities and to wāhi tapu. The Plan will also ensure freight and inter-regional links to be reliable, roads to be resilient from the effects of natural hazards and for lower emissions to help our environment.

There are no specific projects included for Katikati. District wide walking and cycling improvements are however listed as a project to make it safe and enjoyable to ride to places like schools, work and parks.[32]

The Takitimu North Link (TNL)

The TNL is a NZTA/Waka Kotahi project that will provide a much needed efficient, reliable and safer route between Tauranga and Ōmokoroa. Local aspirations are for the expressway eventually extending to Katikati. The four laned expressway will take pressure off the current State Highway, reduce the friction at intersections that connect with local roads, relieve the congestion occurring at Bethlehem and go some way to easing the congestion for commuters entering Tauranga from Ōmokoroa and the local western traffic catchments. Upon the completion of the TNL, the current SH2 between Tauranga and Ōmokoroa will revert to a local Council road. This will transfer the decision-making to Council when considering future development.

The Government has elected to make the TNL a toll road, which is expected to retain a percentage of road users choosing not to pay a toll and continue to use the local Western Bay roading network of which the current SH2 through the TNL alignment will become.

Katikati's Local Road Network

Katikati is very accessible with State Highway 2 running through the centre of the town. It has an extensive internal roading network and good access to the western rural areas although these western rural roads are not inter-connected but dead end as they approach the more mountainous reaches of the Kaimai ranges.

Having a state highway traversing through the main street and CBD is typical for many New Zealand towns, but does have its issues mainly with the need to have pedestrian crossings and parking along both sides. This inevitably causes delays for the through traffic. Katikati's main street is served by a traffic light controlled pedestrian crossing.

Beach, Wills and Tetley Roads are classed as 'collector roads' in Council's District Plan and vehicles can skirt around the main street and CBD via this route, although this is a longer journey. It is also a detour route should it be required in emergencies. If you want to travel any considerable distance north or south of Katikati, State Highway 2 is the only option as the local roads serving Katikati do not extend in these directions for very far outside of the town boundaries.

32 Transport System Plan 2023



Figure 14: Transportation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

For the most part, Katikati enjoys generous and somewhat traditional 20m road reserve widths and correspondingly generous pavement (carriageway) widths. This is historical and was the standard in New Zealand for many decades.

The local roading network consists mainly of paved, kerb and channelled carriageways with associated stormwater drainage collection by way of catchpits, piped reticulation and culverts.

In the early 2000s, in response to regional policy requirements for higher urban development densities and to assist in the creation of affordable housing, Council reduced its road reserve and pavement widths. This 'new' standard generally applies to no exit roads and/or roads serving a limited number of dwellings. Examples of these are Maniaroa Drive (17m road reserve) and Layla Place (15m road reserve) with corresponding pavement widths of 7m and 6m respectively.

These widths still allow for on-street parking, although these narrower carriageways are effectively reduced to one lane in the immediate vicinity of the parked vehicles as a result. The low traffic volume nature of these roads make it acceptable for this to occur from a safety and convenience perspective. Some roads, like Donegal Place and Opou Place have been allowed to reduce to around 5.5m pavement widths, however, given the Government's subsequent removal for the provision of on-site parking, this is not a desirable standard to promote for future development without mitigations such as recessed parking. Council consider all developments on a case by case basis.

Although narrow roads tend to encourage lower speeds simply by being narrow, to counter potential additional safety issues, more recent developments like Opou Place, have been required to have infrastructure installed such as a narrow one lane entry (and exit), slightly raised sections of pavement with different surfacing and strategically placed street trees.

Figure 16 shows an aerial view of Opou Place showing the various traffic calming devices. Street tree placement near the end forces vehicles into a chicane situation which also has a slowing effect. Figure 15 shows an on the ground view.



Figure 15: Opou Place showing the various traffic calming devices.



Figure 17: Example of recessed parking on Sheffield Street.



Figure 16: Aerial view of Opou Place showing the various traffic calming devices.

Katikati Bypass

Katikati's main street is heavily congested by State Highway 2 through traffic. The desired and long talked about Katikati bypass would alleviate this situation, however, that project is not included as a national or regional project. Council undertook informal community engagement on the bypass back in late 2020 with the 'Have Your Say Tō wāhi' campaign. Central Government has instead elected to spend considerable funds on safety improvements along the entire State Highway 2 route from Te Puna to Katikati and these works have been ongoing since 2021/22. Notable aspects include extensive wire medium crash barriers, roundabouts at critical intersections and had introduced speed reductions with much of the alignment posted at 80-90 Km/hr up until recently. The current Government has since elected to re-instate the section of SH2 between Ōmokoroa and Katikati back to 100 Km/hr.

Back in November 2008, NZTA/Waka Kotahi released a newsletter outlining options for the bypass route with an impetus to 'identify one preferred alignment'. The newsletter included a map depicting the preferred route of the bypass which is now designated for Waka Kotahi in the District Plan as Designation 138, shown in Figure 20 on page 44: Existing District Plan Designations. The newsletter also showed several options displayed for the various effected intersections of Busby Road, Henry/Marshall Roads and Wharawhara Road.

Times have moved on since 2008 and the current position of NZTA/Waka Kotahi is as outlined on their website for the 'SH2 Waihi to Tauranga corridor' as below:

"When considered against national priorities and considering the forecast impact of the Waikato Expressway on movements between Auckland and Tauranga, the bypass does not meet the threshold for funding in the NZTA 10-year plan.

When the Waikato Expressway is completed, NZTA expects this to be used as the preferred route when travelling between Auckland and Tauranga. While there will be peak travel during holiday periods experienced in Katikati, the day to day traffic for inter-regional journeys is expected to lessen.

NZTA will retain the existing designation to futureproof the Western Bay of Plenty transport network and continue to work with Western Bay of Plenty District Council, the Katikati Community Board and stakeholders to help build a vision for the future of the Katikati township and build the town centre plans."

As previously mentioned, Katikati's local residential and collector roads are reasonably wide and due to an easy topography, and low population, safe and efficient to use for vehicles, pedestrians and cyclists. Shared pathways in Katikati are a mixture of on road (for cyclists) and off road (for shared).



Pedestrian crossing in Katikati's Town Centre.

Katikati Shared Pathways

Walking and Cycling Action Plan

Western Bay of Plenty District Council first developed a Walking and Cycling Strategy in 2009. The strategy informed Council policy and investment decisions and was required to support potential Government funding.

An action plan and prioritisation criteria guided what needed to be done to deliver on the strategy objectives. Network Plans were developed with community input and provided a mapped vision of the opportunities for walking and cycling within the District, including connections to adjacent areas.

To continue to build on the significant achievements around establishing a walking and cycling network in the district, in 2020 the current Walking and Cycling Action Plan was developed with additions made in 2022.

The Action Plan sets out that the overarching objective of the walking and cycling network is to 'provide a safe and connected network that leads to improved transport choices and provides a variety of recreational experiences through and beyond our District.' It sets out the strategic network comprising the following:

- Core urban routes.
- Tourism and recreational routes.
- Rural-urban and rural-community routes.

Core Urban Routes

Walking and cycling routes within the four urban centres of Katikati, Waihī Beach, Ōmokoroa and Te Puke have been identified. Where possible, the urban network connects into the tourism and recreational routes and rural routes to form the district wide network of walking and cycling experiences.

The Katikati Urban Cycle/Walkways are a collaboration with the Katch Katikati Trails Development Group and Council. The majority of funding is coming from Council with the routes developed and prioritised with the Katikati Trails group. Existing trails include the bird walk trail (Uretara Estuary and Yeoman Walkway), Summerset walkway/cycleway, Haiku Path to Henry Road and Tamawhariua Reserve to Beach Road. Routes are a mix of on road pathways, unformed grass tracks and formed (hard surface or gravel) tracks.

Tourism and Recreational Routes

Our tourism and recreational routes provide a connected walking and cycling network through the District, from Waihī Beach to Okere Falls/ Rotoiti. The routes are made up of the Tauranga Moana Coastal Cycle Trail in the west and the District Eastern Connections in the east. The Tauranga Moana Coastal Cycle Trail is comprised of three stages as set out below:

1. Ōmokoroa to Tauranga Urban Cycleway.
2. Waihī Beach to Waihi Town (and Hauraki Rail Trail).
3. Waihī Beach to Katikati and Ōmokoroa Cycleway.

For the purposes of this report we will consider stage three as relevant for Katikati:

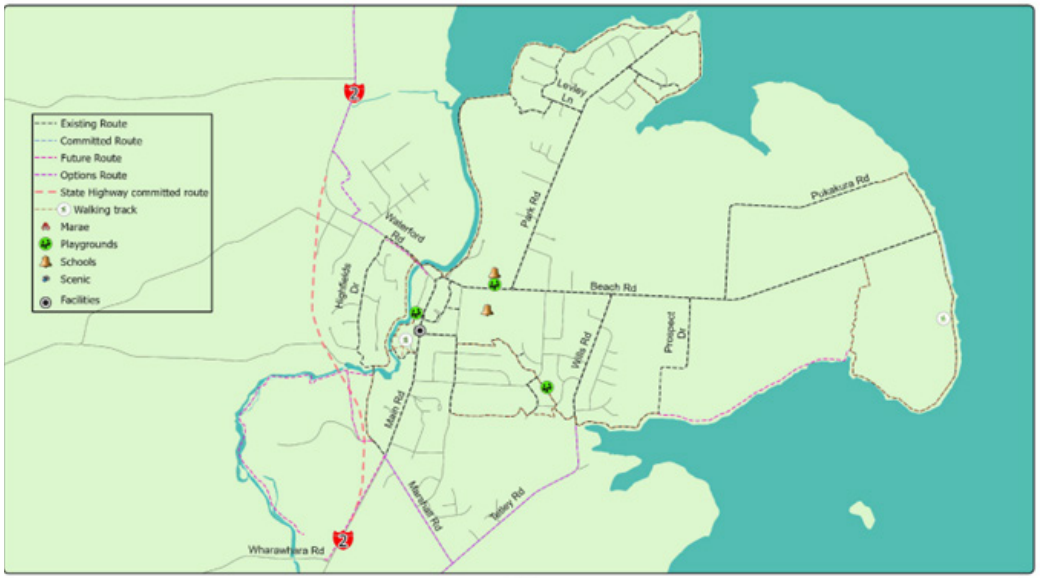


Figure 18: Western Bay of Plenty District Cycleway and Walkway Strategy - Urban Network

Waihī Beach to Katikati and Ōmokoroa

Exploration of this route is on-going. Council is working with central government to assess options and how they can work with State Highway improvements. The purpose of this route would be to create safer recreational alternatives to the SH2, as well as recreation connections for local communities and visitors in the area. This connection is a long-term plan. Short sections within are likely to be filled in first for local communities as incremental progress. There is very limited ability to include or fund provision of cycleways in the SH2 Safe Roads project. It is likely sections of the route will be periodically constructed when land access agreements and funding is achieved.

Rural-urban and rural-community routes

These routes provide connections within local communities to destinations including larger urban areas, places of work and recreational/community hubs, and serve as connections to networks for safer local journeys off State Highways.

Examples of these in the west of the District include:

- Te Puna – Ainsworth – Munro – Hayward.
- Minden Road walking track.
- Ōmokoroa to Apata trail connection.
- Athenree to Bridgman Lane connection.

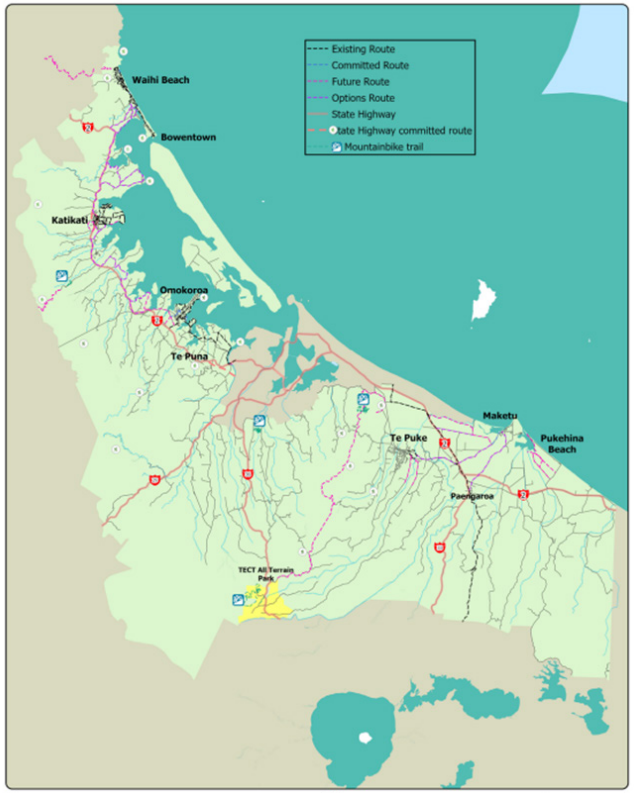


Figure 19: Western Bay of Plenty District Cycleway and Walkway Strategy - Proposed Waihī to Waihī Beach Cycleway.

Designations

Under the RMA, public works and some private utility and infrastructure projects can be provided for by way of designation. Certain organisations are able to serve a notice of requirement on a territorial local authority in respect of land required to be designated for such works. These organisations have the status of a 'requiring authority' under the RMA.

A notice of requirement follows a similar process to that of an application for resource consent and if confirmed is included in the District Plan as a designation. The effect of designating land is to authorise the use of that land for a particular work/s (e.g. school, police station, electricity substation, infrastructural services).

For activities that will not be in accordance with the designation of a particular site, or in the event that the designation is uplifted or lapses, the usual District Plan provisions relating to the land apply.

The existing District Plan Designations in Katikati are shown in Figure 20 and listed below:

- D49 – Telecom New Zealand Limited and Telecom Mobile Limited - Telecommunication and Radio-communication and Ancillary Purposes.
- D138 – Waka Kotahi NZ Transport Agency - Road purposes – State Highway 2 relocation (Katikati Bypass).
- D150 – Western Bay of Plenty District Council - Public Car Park.
- D172 – Western Bay of Plenty District Council - Use of land for Sewage Treatment and Disposal and Sewage Treatment Plant Buffer.
- D183 – Waka Kotahi NZ Transport Agency - Road purposes – State Highway 2 (Intersection Improvements).
- D203 – Waka Kotahi NZ Transport Agency - Road purposes - State Highway 2 (including four laning).
- D211 – Ministry of Education - Primary School and education facilities - Katikati Primary School.
- D212 – Ministry of Education - Secondary School and education facilities - Katikati College.
- D238 – Powerco - Katikati Zone Substation.

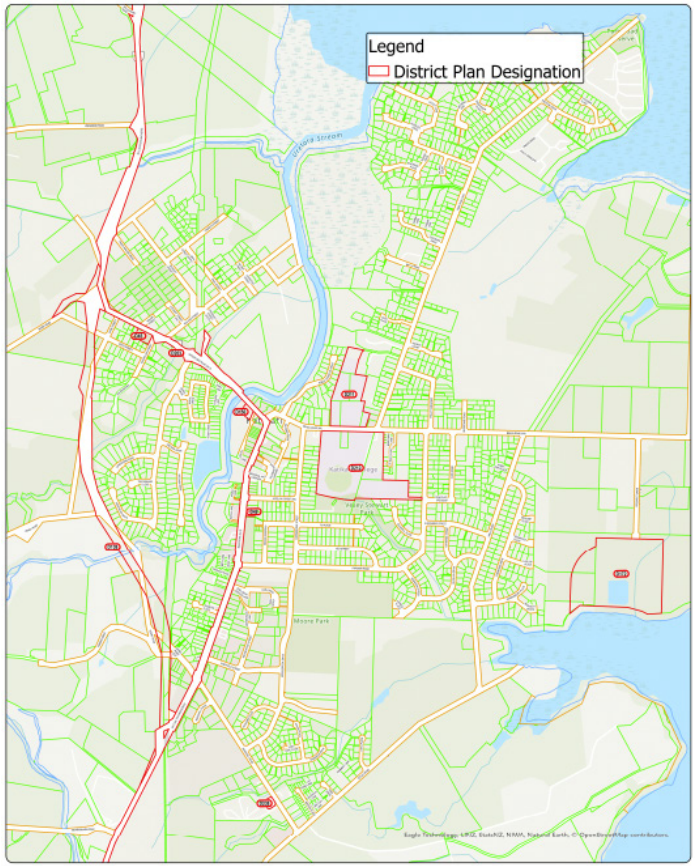


Figure 20: Existing District Plan Designations.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Social Infrastructure

Social infrastructure includes community facilities, services and networks that support individuals, families, groups and communities - such as public open space, parks and reserves, libraries, art galleries, museums, theatres, exhibition centres, pools, community centres, indoor sports centres and halls, educational institutions, healthcare facilities and marae.

The provision of public places is designed to align with the SmartGrowth Strategy and the Connected Centres programme, with a network of spaces and facilities (including health and education) across the sub-region, that can be enjoyed without having to travel long distances. All public places are part of a network which has regional, sub-regional, local and community elements. Social infrastructure also plays a role in supporting the response to natural hazards and emergency management.

The Western Bay of Plenty sub-region has a wide variety of social infrastructure that serves our community. Our past and projected growth within the sub-region places increasing pressure on these existing services, and as such, a range of new and upgraded facilities are proposed to support this growth to create thriving and liveable communities. Social infrastructure is a key enabler for the Connected Centres programme, which integrates and provides interplay between land use and transport. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play. Social infrastructure can also provide certainty and send positive signals for development.

As the sub-region grows, it will be important to monitor the changing needs for infrastructure and undertake actions to catch up and stay ahead of growth, to support community wellbeing, respond to changing demographics and to attract and support development.

Locally, Katikati has community led organisations such as Katch Katikati that help enhance economic development and organise local community events.

Community Facilities

Katikati War Memorial Hall

Council supports a network of community halls across the district to meet local needs for education, recreation and social connection. The Katikati War Memorial Hall was opened in 1954, with an adjoining lounge built in the 1980s. The main hall is a large auditorium with a stage that can seat up to 350. The carpeted lounge and supper room are also available to hire for smaller meetings. The plaza in front of the hall was redeveloped and formally reopened as Memorial Square on 14 April 2014.

The names of wars and military actions in which New Zealanders had served are inscribed on granite blocks set into the pavement. This includes South Africa, World War I, World War II, Korea, Malaya, Borneo, Vietnam, Afghanistan and United Nations deployments.

Elder Housing

Council's elder housing provides much needed affordable rental housing for older people with limited financial means. Previously known as the Heron Crescent Elder Housing Units, Te Āhuru Mōwai o Hiria opened in July 2026 and were named by Ngāi Tamawhariua. The 11 original units, which were built in the 1980s, have been removed from the site and have been replaced by 26 modern, purpose-built, accessible units.



Te Āhuru Mōwai o Hiria (previously known as Heron Crescent Elder Housing Units).

The Centre - Pātuki Manawa

The Centre – Pātuki Manawa Digital Hub opened in December 2020 and was designed to support the digital enablement for the public, businesses and community groups as part of the redevelopment of Katikati Library and Service Centre. It is a bookable physical space with access to superfast broadband alongside community and business focussed services such as hot desks, video conferencing and meeting spaces.

Churches

There are nine churches within the Katikati Community including St Paul's Presbyterian Church, the Church of Jesus Christ of Latter-day Saints, St Pius X Catholic Church, St Peter's Anglican Church, Katikati Community Baptist Church, Katikati Christian Centre, Jehovah's Witnesses, Hare Krishna Retreat, and Carisbrooke Bible Church. Many of these churches provide wider services to the community providing social connection for many.

Katikati Community Centre

Katikati Community Centre is a not-for-profit organisation that has been operating in the community since 1993. It serves as a central hub to link residents with a range of programmes and services in education, social services, health and well-being. It also runs school holiday and after school care programmes.

Katikati RSA & Citizens Club

Katikati RSA and Citizen's Club was established in 1961 and provides a large venue utilised for food and beverage consumption, health and wellbeing activities, sporting activities (including indoor bowls) and local group meetings and gatherings.

Hauora

Te Runanga o Ngai Tamawhariua is a health and social services provider that provides a culturally safe and supportive service for tangata whaiora and their whānau.

Marae

Katikati is a rich landscape of Māori and European history with many sites of cultural and historical significance. As discussed in Section 4 – Tangata Whenua, Ngai Tamawhariua hapū has Te Rereatukahia Marae located in Katikati. They are part of Ngai Te Rangi iwi.

Katikati Resource Recovery Centre

The Resource Collective is a community-based enterprise that redirects reusable items from landfills while creating meaningful work and training opportunities for people with disabilities. It operates out of the Katikati Recycling Centre site and was established with support from Council in 2023.

Katikati Menz Shed

The Katikati Menz Shed is located on Council land at Middlebrook Drive. It provides a facility for members to share and learn skills to support local community initiatives.



Katikati War Memorial Hall



The Centre - Pātuki Manawa Digital Hub.

Schools

Katikati Primary School and Katikati College are rural, co-educational schools located in the heart of the community. The schools were first opened at the Katikati Primary School site in 1879, before expanding to the secondary school site across the road by 1950. It has an intake of students extending from the Athenree Gorge to Pahoia, including the main Katikati township.

Katikati Primary School

Katikati Primary School serves students from years 1-6. It has a current roll size of approximately 480.

Katikati College

Katikati College caters to students in years 7-13 and has a current roll size of approximately 780. The College also hosts Katikati Action Centre, an indoor recreation centre run in conjunction with Council.



Western Bay Museum.

Arts and Culture

Western Bay Museum

The original Heritage Museum located in Katikati closed in 2014. Council took ownership of the museum collection and kept it in storage to ensure it was preserved. In 2015, Council agreed to provide support to reopen the museum using the former Katikati Fire Station building. Council provides some operational funding towards the museum, alongside 24 other sponsors. Since reopening in 2016, the museum is now a registered Charitable Trust with the intent to preserve, store and display the historic items of the area with the support of Museums Aotearoa and Te Papa National Services Te Paerangi. It serves as an important community space for sharing the collective history of the district.

The Arts Junction & Visitor Information Centre

The Arts Junction is a Council-owned building managed by Katch Katikati and is home to Katikati's arts and visitor information services. Alongside running the visitor information centre, Katch Katikati works to promote the Katikati area and organise local community events.

Recreation and Open Space

There are a total of 52 reserves located in Katikati, comprising 39 general reserves and 13 shared paths and walkway reserves. The Katikati-Waihī Beach Reserve Management Plan outlines the recreational opportunities for each of these sites.

Moore Park Development

Katikati Youth Park is a youth-led initiative to transform the existing skate park area at Moore Park into a vibrant, welcoming space where young people can feel safe, stay active, and take pride in a place they can call their own.

The Katikati Community Led Development Steering Group established in 2023 has facilitated this process, ensuring that the insights and solutions proposed by youth are supported and put into action.

The proposed key facilities to enhance the area would be delivered in three stages: stage 1 – BBQ, picnic tables, seating and a shade structure, stage 2 – playground equipment and stage 3 – half- court basketball court. A wider review of the concept plan for Moore Park will be progressed alongside this spatial plan process.

Donegal Reserve Dog park

A fully fenced urban dog space was created at Donegal Reserve in 2024. In mid 2025, community groups began raising funds to install training and agility items to enhance the dog park.



Moore Park.

Dave Hume Swimming Pool

The Dave Hume Pool caters for general public swimming, swimming by various local schools, swimming lessons and coaching by independent coaches, the Katikati Amateur Swim Club and Katikati Masters. Work began in April 2025 to upgrade the existing facility to enable better accessibility and more space for swimming lessons.

Haiku Pathway

Haiku Pathway weaves alongside the Uretara Stream in the heart of Katikati. It features over 40 haiku poems which are carved onto river boulders, each written to reflect their location.

Waitekohekohe Recreational Park

Waitekohekohe Recreational Park is a Council owned reserve located on Thompsons Track. It is a purpose built recreational park that opened in 2023 and offers mountain biking, horse riding trails, bush walks and swimming holes.

Sub-regional Park, Hot Springs Road, Katikati

In May 2024, 103 hectares of land on Hot Springs Road was gifted to Bay of Plenty Regional Council (BOPRC) for the purpose of creating a new sub-regional park.

While the park is yet to be developed, through the BOPRC Long Term Plan 2024-34, $200,000 was allocated to fund capital works to ensure compliance with safety and environmental standards. An additional $50,000 per year will be budgeted for years 3-10 of the BOPRC Long Term Plan for property management and maintenance.

A full list of the reserves located in Katikati include:

General Reserves - Katikati Township

- Binnie Road Reserve (Play centre)
- Diggelmann Park
- Earl Drive Reserve
- Gilfillan Drive Reserve
- Haiku Park and Uretara Stream Reserve
- Henry Road Wildlife Refuge
- Hunter Estate Reserve
- Katikati Community Building and Playground Katikati Kindergarten
- Katikati-Western Bay Museum
- MacMillan Reserve
- Moore Park
- Levley Lane Reserve and Levley Lane Access ways
- Marshall Road/Maniaroa Drive Reserves
- Noble Johnson Drive Reserve
- Park Road/Beach Road Reserve Park Road Reserve
- Park Road Tennis Reserve
- Sheffield Street Reserve
- Talisman Drive - Beach Road Res
- Tamawhariua Reserve
- Twickenham Close Reserve
- Uretara Domain
- Vesey Stewart Reserve
- Waterford Reserve

General Reserves - Rural

- Aongatete Domain
- Kauri Point Historic Reserve
- Lancaster Road
- Landing Reserve
- Lindemann Road Look out
- Lund Road Reserve
- McMillan Road Reserve
- Ongare Point Reserve
- Sapphire Springs Motorcamp
- Sapphire Springs Reserves
- Sharp Road Landing Reserve
- Tahawai Reserve
- Tanners Point Utility Reserve
- Tetley Road Landing Reserve
- Tuapiro Reserve
- Waitekohekohe Recreational Park
- Woodlands Road Esplanade Reserve



Harbour views at Park Road Reserve.

Shared Paths and Walkway Reserves

- Katikati Foreshore Reserves
- Kauri Point Foreshore Reserve
- McKinney Stream Reserve
- Preston Drive Local Purpose Reserves
- Pukakura Road Esplanade Reserve
- Rereatukahia Stream Reserve
- Purpose Sharp Road
- Foreshore Reserve
- Stokes Road Landing and Local Purpose Reserves
- Tanners Point Foreshore Reserve
- Tetley Road Foreshore Reserves
- Tuapiro Estuary Esplanade Reserves
- Wills Road to Prospect Drive Walkway

Refer to the Section 9 - Transportation for information on cycleways within Katikati.

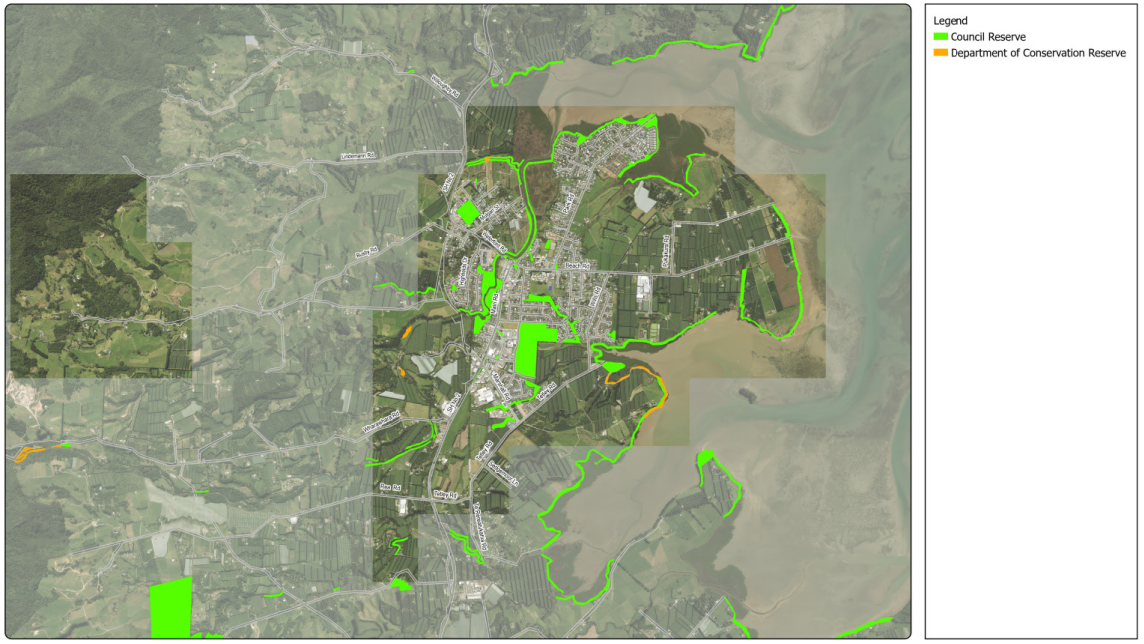


Figure 21: Katikati Reserves.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.



Permanent stage set up for Katikati's Twilight Concerts in Haiku Park.



A new concept plan was adopted in 2024 for Beach Road Boat Ramp and surrounds in Katikati.

Ecology and Landscape

Ecological Features

There are a number of significant ecological features (or significant natural areas) identified in the Katikati area. These are shown on the District Plan maps and are protected by associated rules. The ecological features near the Katikati township are on the Harbour edge and include estuarine and freshwater vegetation as well as areas of shrublands and freshwater wetlands. Areas of forest are identified as ecological features in the lower parts of the Kaimai Ranges.

Figure 22 shows the locations of the significant ecological features in the Katikati area.

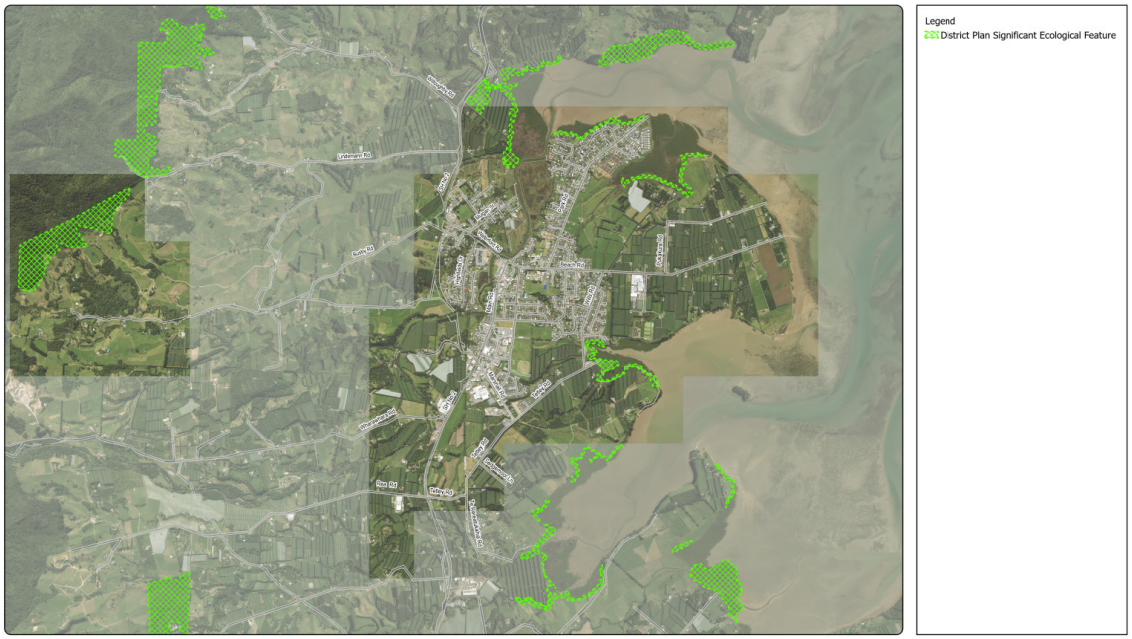


Figure 22: Ecological Features.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Ecological Connectivity

Ecological connectivity has been a focus for the Bay Conservation Alliance[33], who with the funding from Council have produced an Ecological Connectivity Strategy which is a step towards mapping and identifying the current and potential connectivity for species representative of forest and wetland ecosystems.[34]

"Umbrella Species" have been used for this modeling. The idea is that protecting an overarching (umbrella) species will help protect that ecosystem and all the other native species that inhabit it.

Corridors are identified namely for the Kererū (NZ woodpigeon) for forest ecosystems and Matuku Hūrepo (Australasian bittern) for wetland ecosystems.

The below maps provide an indication of these corridors for the Katikati area.

33 Bay Conservation Alliance is a community founded organisation which supports community led conservation projects across the Bay of Plenty

34 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

35 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

36 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

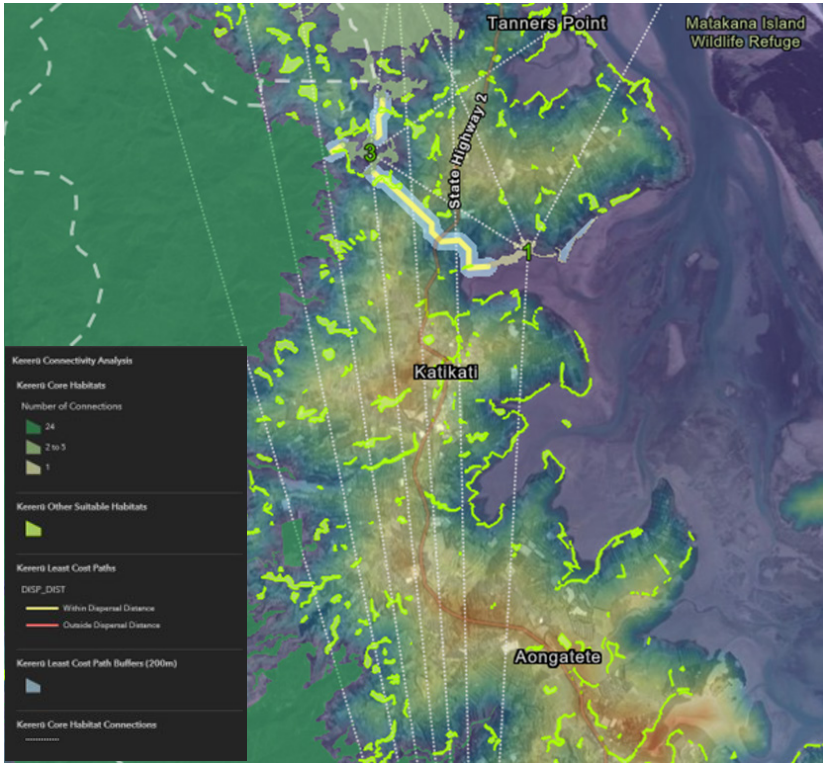


Figure 23: Kereru Connectivity Analysis Map - Katikati and surrounding areas.[35]

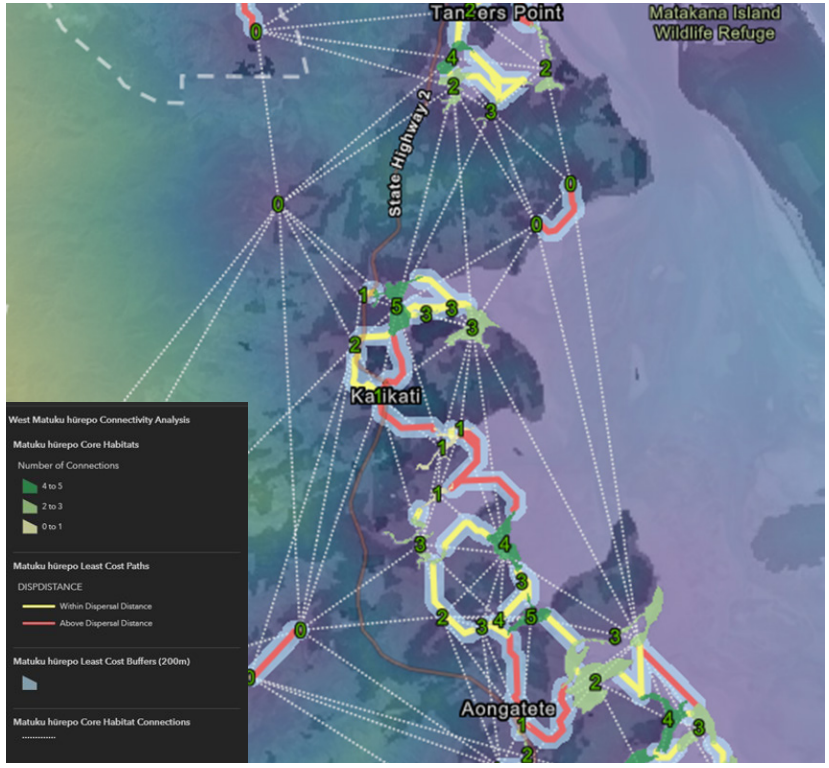


Figure 24: Matuku Hūrepo Connectivity Analysis Map - Katikati and surrounding areas.[36]

Landscape Features

Outstanding natural features and landscapes are also shown on the District Plan maps and subject to rules to manage effects. Katikati's landscape values are protected by the Tauranga Harbour Landscape Management Area. This extends 300m inland from Mean High-Water Springs (MHWS). The Kaimai Ranges are also identified. These features only apply to rural/lifestyle zones in recognition that urban and rural-residential zones are already developed or to be developed and landscape values are therefore already compromised in those locations. District Plan rules ensure that any buildings or other activities within these features are designed to maintain the visual appearance of the landscapes. This includes the likes of controlling building location, colour and height and making sure that areas of earthworks are replanted with vegetation.

The Regional Council also separately identify and protect outstanding natural features and landscapes which are of significance to the region.

Figure 25 shows the locations of the outstanding natural features and landscapes in the Katikati area as shown in the District Plan.

Additionally, View Shafts are identified in the District Plan where outstanding views are offered from public lookouts and state highways. These views are protected by being formally identified in the District Plan within Appendix 2 and an area of land within proximity to vantage points being identified on the Planning Maps. Within this identified area, where the view is most at risk from blockage by development and planting, resource consent is required so that Council can ensure these activities are located in a way that ensures the view is maintained. Lindemann lookout is a protected viewshaft in our District. The Lindemann lookout (V6) includes views across farmland to the Tauranga Harbour and offshore islands.

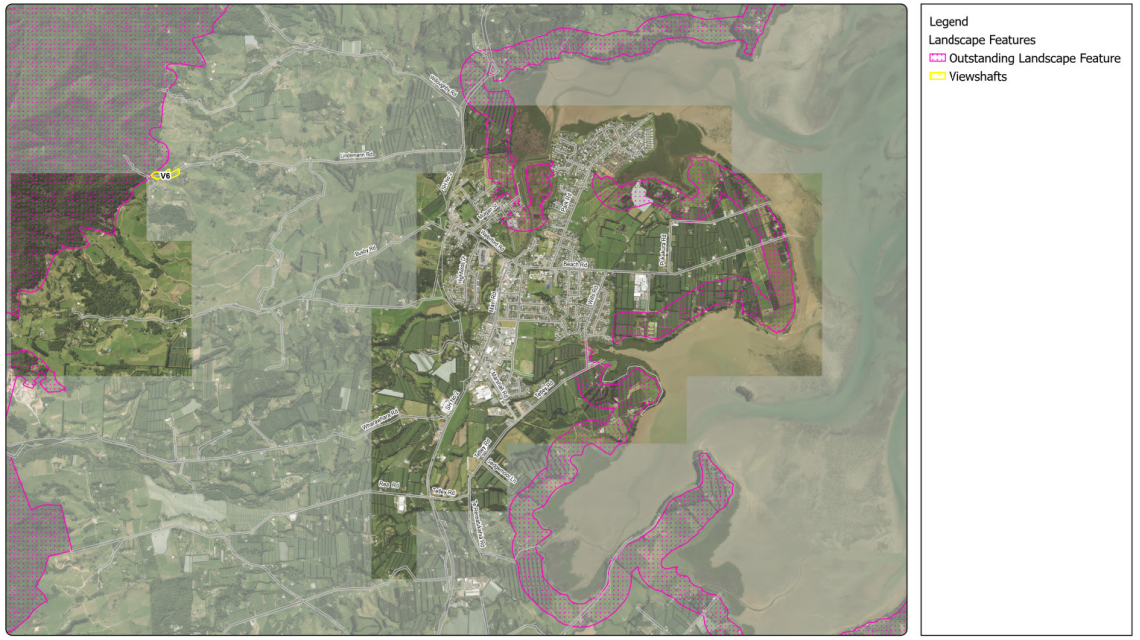


Figure 25: Landscape features and viewshafts.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.



The view from Lindemann Lookout.

Natural Hazards

The Western Bay of Plenty District is subject to multiple natural hazards and the Katikati area is no exception. The main hazards that could potentially affect the Katikati area are flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami. Active faults and volcanic eruption are potential hazards but are not mapped. Earthquakes are a significant influencer for land instability, liquefaction and tsunami.

Land Instability

Land instability refers to land which has the potential to slip (often referred to as landslides or landslips). Instability can be caused by earthquake activity, heavy rainfall events or human activity such as earthworks or uncontrolled stormwater discharge.

Council's planning maps include a layer for this specific hazard, in some urban and lifestyle settlements which are known to be susceptible to land instability, but it is not identified in Katikati.

The topography in Katikati is flat to gently sloping, interspersed with some moderate to shallow gully systems and there is a lack of historical news reporting on this hazard in the township. Instability is likely to be more common in the more elevated rural areas to the west of the town.

Although instability is not recognised as a natural hazard in the Katikati township from a mapping perspective, over the past 20 years developments in Katikati have been subject to rigorous geotechnical and stability reporting as required by other parts of the District Plan.

In addition to the planning maps discussed, Council also holds a regional landslide susceptibility study which was completed in 2024 for all urban and rural areas in the District. The mapping from this report is high-level and does not identify risk at an individual property scale but it does help us to generally understand which areas are potentially susceptible to landslide.



Landslip at Park Road Reserve.

Flooding

Flooding is mainly caused by extreme rainfall events and the extent of flood effects largely depend on the scale of the rain event. However, other things can influence the effects such as the natural topography, changes to landforms (natural or manmade), poor stormwater management associated with land development and climate change over time.

Flood hazard mapping for Katikati's urban and rural area is based on a 1% AEP (1-in-100-year) event climate change adjusted out to the year 2130 e.g. heavier rainfall and sea level rise (which may delay rainwater from discharging into waterbodies especially at high tide). Flooding also occurs from the effects of less severe storm events but of course not to the extent of the 1% AEP.

The main areas in Katikati susceptible to flooding are summarised earlier in the report in Section 8 - Infrastructure. Flood encroachments onto roads and into residential and commercial areas are generally shallow in depth and Council have programmes in place to mitigate them over time as can be seen in Council's Long Term Plan. See Section 8 - Infrastructure for more information on stormwater.

For subdivision and property development, impacts from flooding are able to be avoided or mitigated as the shaping of the land, location of dwellings and ancillary buildings can be designed to manage these risks. Mitigation measures include minimum floor levels for buildings, increased run-off attenuation, and avoiding earthworks or development in ponding areas/flowpaths.

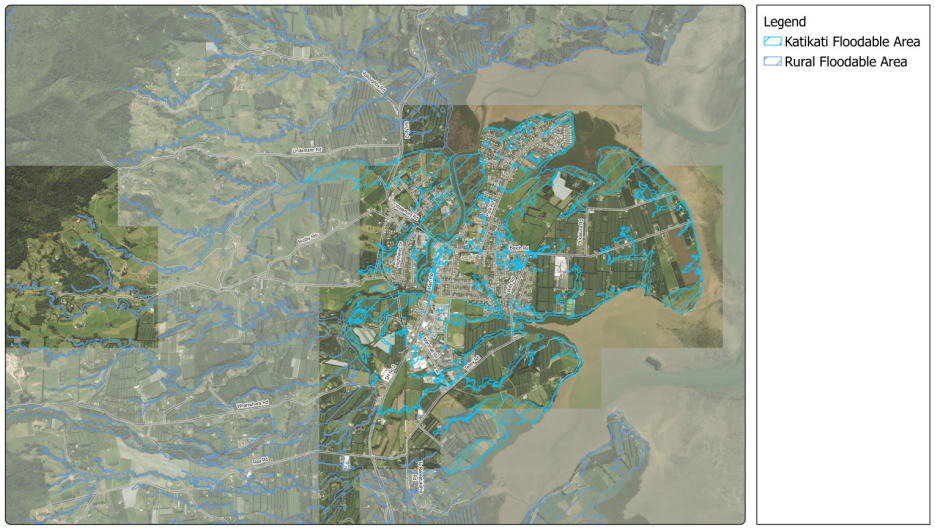


Figure 26: Flood hazard.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.



Figure 27: Flood hazard - Katikati enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Coastal Erosion

Coastal erosion is the loss of land due to coastal processes such as waves and tidal currents wearing away that land suddenly or overtime.

Coastlines are dynamic and always in a state of change as wind, waves and tides influence and shape the shoreline. Both the open coastline and harbour shorelines are susceptible, and these processes can pose risks to property and infrastructure.

The interface between land and sea/harbour means that wave action can undermine cliffs, low embankments or dune faces making them steeper and more unstable than they would be otherwise, resulting in sediment being lost onto the beaches and leaving the cliff or embankment faces without vegetation cover and even more vulnerable.

Coastal erosion affects all of our coastal lands and communities in the district including lands located on the open coast, harbour fringes and estuaries. It is occurring all the time but often goes unnoticed until a large event causes significant damage.

The harbour fringes around Katikati consist of a mix of low-lying estuarine areas which are not susceptible to erosion and consolidated banks and cliffs which are. The soil profiles of these banks and cliffs and generally around the inner harbour fringes consist of soft materials rather than rock so are very sensitive to erosion.

Council's Coastal Erosion Responses Policy was adopted in 2017. This recognises that coastal defenses like seawalls are costly to construct and maintain. The policy limits future Council funding to the protection of Council-owned land and strategic assets. It does not provide for the protection of private property.



Figure 28: Coastal erosion.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Council's GIS maps show two lines for this erosion hazard along the Tauranga Harbour. These both include the effects of climate change at these times (sea level rise).

To manage risk from coastal erosion, landowners are required to set buildings back as far from the hazard (e.g. cliffs/dunes) on their property as practicable. There are also controls in place to restrict subdivision and additional dwellings and all buildings must be designed to be relocatable.



Coastal erosion in front of the picnic area at MacMillan Reserve.

Coastal Inundation

Coastal inundation occurs when normally dry but low-lying land is flooded by the sea. This is caused by a combination of strong winds,. large waves and temporary low atmospheric pressures which raise sea water levels. This can be compounded when high tides or larger than normal tides occur at the same time.

Coastal inundation mapping is based on a 1% AEP (1-in-100-year) event, which is climate change (i.e.: sea level rise) adjusted out to the year 2130. Council's online maps show teal dotted areas for this hazard along the Tauranga Harbour (including parts of Katikati) – See to Figure 29.

As with flooding, for coastal inundation, subdivision and property development can manage the impacts from this hazard through the location and design of landforms, dwellings, ancillary buildings and supporting infrastructure. Mitigation measures may include minimum floor levels for buildings and avoiding earthworks or development in the affected areas.

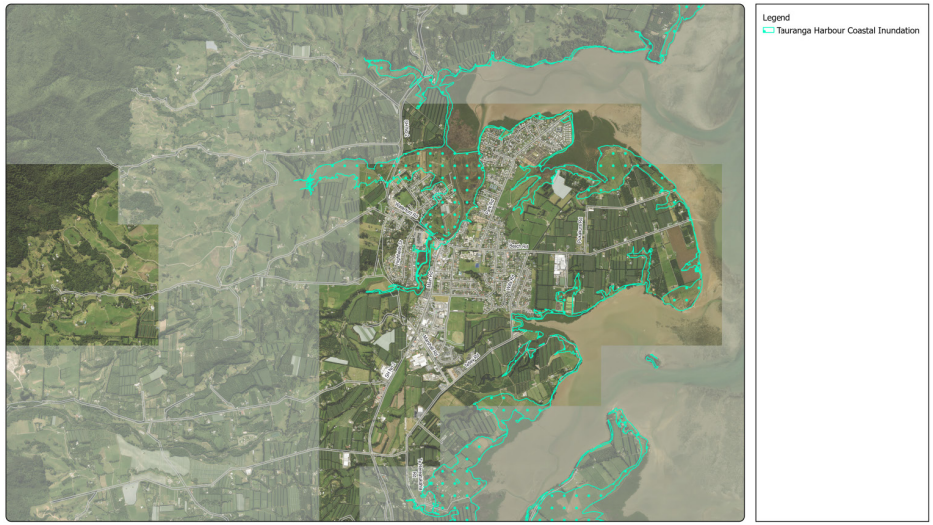


Figure 29: Coastal Inundation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.



Figure 30: Coastal Inundation - Katikati enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

Tsunami

A tsunami is a series of waves generated when a large volume of water in the sea is rapidly displaced. A tsunami can be caused by large submarine or coastal earthquakes; underwater landslides; or volcanic eruptions beneath or near the sea.

The BOP Civil Defence Emergency Management (CDEM) Group has produced maps showing the tsunami evacuation zone across the region. The evacuation zone is based on areas predicted to be inundated from a 'maximum credible' tsunami event with modelling based on a 9.16 magnitude earthquake occurring within the Kermadec-Tonga Trench producing a 5m high tsunami at the open coast.

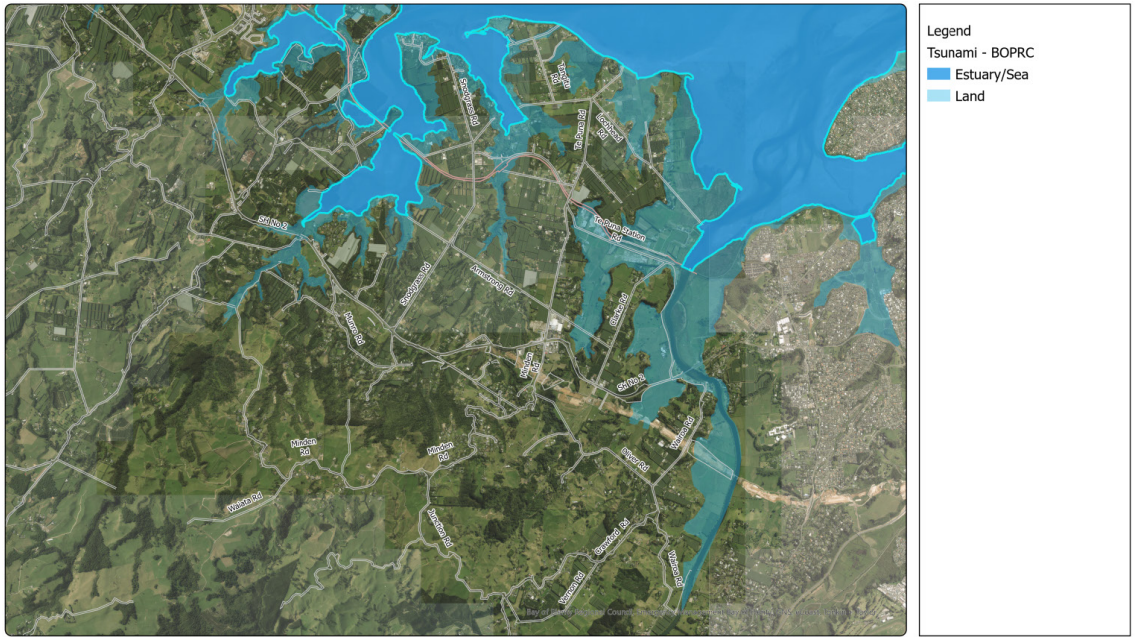
The maximum tsunami wave heights and inundation depths will be variable across the Katikati area. Generally, effects would be expected to be greatest towards the coast. More detailed analysis is available through the Regional Council's 'Bay of Plenty Natural Hazards Viewer' website.

A large tsunami has the potential to damage and destroy dwellings, properties and infrastructure, particularly those closest to the coast. For the residential parts of Katikati, these areas include all of the residential area towards and at the end of Park Road, properties in proximity to the Uretara Stream and a large portion of the south-east quadrant around Wills and Fairview Roads. The affected balance of rural zoned areas is extensive including large tracts of lifestyle, horticulture and dry stock holdings which themselves include many dwellings.

Earthquake induced tsunami are relatively easy to detect because the earthquake itself will be detected with the global network of seismic monitoring stations that operate 24/7.

This makes things like planning for evacuation a little easier as there is a time delay between the earthquake event and the resulting tidal waves arriving at the coast. However, there are other triggers for tsunami that are considered 'silent' such as sub-marine landslides which if close to the coast can produce tsunamis with extremely short arrival times such as 15 minutes. Recognising and protecting evacuation routes is important.

In the Katikati area, there are large areas of unaffected ground within both the urban and rural areas which are reasonably accessible to the communities via motor vehicles, cycling, on foot or other means of transport, should an evacuation be required.


Legend
Tsunami - BOPRC
Estuary/Sea
Land
Scotts Rd
Te Puna Station Rd
Ohauiti Rd
Ohauiti Rd
Wills Rd
Wills Rd
Wills Rd
Wills Rd
Fairview Rd
Fairview Rd
Fairview

Liquefaction

Liquefaction can occur when some saturated soils (typically silts and sands) lose strength and stiffness, temporarily behaving as a liquid rather than a solid, in response to earthquake shaking. Only some soil types are prone to liquefaction and only some earthquakes are strong enough to cause liquefaction.

Liquefaction was brought to the forefront of natural hazards planning as a result of the Christchurch earthquakes in 2011. Council and geotechnical professionals have, as a matter of course, been factoring this hazard into geotechnical reporting for subdivision and property development.

Council has liquefaction maps for the District. The maps for the Katikati area are based on a region-wide study that was prepared in accordance with MBIE guidelines using a basic desktop assessment. This is except for a potential future growth area at Beach Road/Pukakura Road which was assessed in more detail. These maps show where "liquefaction damage is possible", "liquefaction damage is unlikely" and where the "liquefaction category is undetermined".

Due to the regional scale of the study and information gaps, alongside the "possible" and "unlikely" categories, most of the residential areas of Katikati are mapped as "undetermined". Low-lying areas especially where connected to the Tauranga Harbour are shown as "possible". Katikati township does not have any "unlikely" areas. These are located in the rural zone and lifestyle zone to the west of the town as the elevation climbs into the Kaimai Ranges. To increase certainty, Council is currently working on a project to improve the mapping and reclassify undetermined areas to either "possible" or "unlikely" in areas of the District where growth is already planned for including Katikati.

Council is also currently working on a geotechnical practitioner's guide to assist professionals in determining what level of scrutiny may be required with the aim of reducing reporting costs for people building dwellings or other structures. This guide is for all areas in the District.

Katikati's geomorphology is described as alluvial terrace in the technical report supporting Council's liquefaction maps. The urban areas of Katikati and much of the surrounding farmland are located on a mid-level alluvial terrace at approximately 10m to 12m above sea level. The presence of airfall volcanic ashes over this terrace indicates the underlying soils are at least approximately 50,000 years old.

The terrace is intersected by a number of erosion channels and branches of the Tauranga Estuary, with these low-lying areas being infilled with more recent alluvial soils and estuarine deposits. Groundwater is commonly observed at the level of these valleys and channels.

Perched groundwater layers may also be encountered at higher levels within the terraces. To the west, ground levels rise steeply to the Kaimai Ranges. These slopes are mostly underlain by airfall volcanic ashes and weathered volcanic rocks.

Generally mid-level terraces that are also underlain by much older alluvial soils (>50,000 to >2M years) are less prone to liquefaction than younger deposits at a lower level. However, groundwater depth is a significant factor in determining the level of liquefaction risk. For example, groundwater at a depth of around 8m to 15m is less risky in that, should liquefaction occur below the groundwater table, it is unlikely to see any effects on the surface. In the current mapping for Katikati, Council has taken a cautious approach due to lack of specific geological information in the area and have labelled most of the residential area as 'undetermined'.

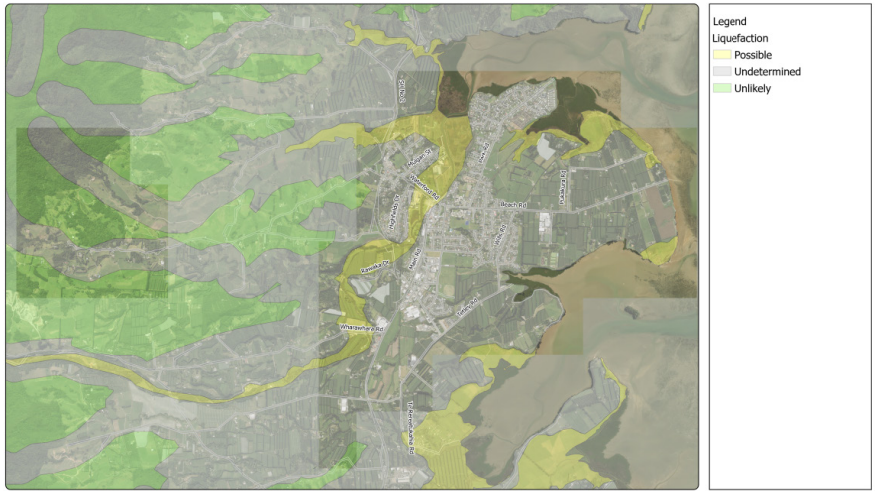


Figure 32: Liquefaction.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-katikati.

In contrast, being at a higher elevation, the Kaimai foothills and ranges are underlain by a thin layer of older (>50,000-year-old) volcanic ashes and clayey soils over volcanic bedrock. Other than the valleys and gullies, groundwater will be typically >10m down. Liquefaction is highly unlikely in these conditions, partly because of the depth to groundwater and partly because most of the geological materials present just aren't liquefiable. Hence this area and the Kaimai Ranges and foothills in general are mapped as 'unlikely' for liquefaction apart from the 'undetermined' gully systems. The lifestyle zone near the end of Busby Road has both 'unlikely' and 'undetermined' classifications.

To mitigate or avoid risk, District Plan rules require rigorous geotechnical reporting to confirm the probability of the liquefaction hazard. For developments where it is not possible to locate buildings away from the hazard, mitigation measures such as ground improvement and/or specific foundation design are often required.

Volcanic Eruption

Although there are no active volcanoes, surface or subsurface calderas located within Katikati or within the immediate vicinity of the town, the extensive volcanic features in surrounding districts do pose an ashfall threat at the lower end of the scale which is the more likely scenario.

The risks are located to the south of Western Bay, originating from both Rotorua and Taupo; to the north from the Coromandel Peninsula; and, from the southeast with Te Puia o Whakaari (White Island).

The major risks are located to the south of Western Bay District, originating from the large sub-surface calderas in both Rotorua and Taupo with a lesser risk (based on size) to the north from the Coromandel Peninsula; and, from the east and southeast with Tuhua (Mayor Island) and Te Puia o Whakaari (White Island). Although appearing as dormant, Mayor Island is considered by the Regional Council as active and of course, White Island is very active on a continuous basis.

Calderas are collapsed volcanoes that often form lakes in the resulting depression such as lakes Taupo and Rotorua. In the map above it can be seen that the Taupo and Rotorua caldera 'systems' are extensive and reach close to the coast. This caldera system is as large as the Yellowstone caldera system in the United States. Wind direction is a big factor for any ash ejections approaching from either Taupo or Rotorua with westerlies and south-westerlies posing the greatest risk. Westerly winds place the eastern part of the district in the firing line whilst southwesterly winds would place a risk to the whole District – including the Katikati area. These wind directions are common in the Bay of Plenty.

The upper soil profiles in and around Katikati described as 'airfall volcanic ashes' are testament to past eruptions. Much of the Western Bay District is made up of this soil in the upper layers.

The BOPRC has undertaken a Volcanic Hazards scoping study to identify and access gaps in the volcanic mapping for the region. Several recommendations that have come from this scoping study may influence the region-wide ashfall modelling going forward.[37]

Active Faults

Although there are no known active faults in the Katikati area, earthquakes are occurring within the region on an almost daily basis, however these are usually too small in magnitude and too deep to be felt other than by seismic equipment. Major earthquakes in more distant localities where the larger faults are could affect wider areas of our region.



Figure 33: Volcanic locations in the Western Bay of Plenty. The orange shading depicts sub-surface calderas, and the diamond shapes are active volcanoes.[38]

37 BOPRC Volcanic Hazards Scoping Study

38 BOPRC Natural Hazards Viewer

Economic Overview

The SmartGrowth Strategy - Economic Overview

The SmartGrowth Strategy 2024-2074 identifies that over the past decade, the sub-region has delivered a strong, growing and increasingly diversified economy, contributing to a record low level of unemployment. The Port of Tauranga, New Zealand's largest port, has helped underpin the region's economy, providing a critical link in the upper North Island and national supply chain. The Port is served by both rail and road networks; currently handling 32% of all New Zealand cargo, 36% of New Zealand exports and 42% of all shipping containers.

The expected increase in population in Waikato, Bay of Plenty and Auckland is likely to cause organic growth in the freight and logistics sector in Waikato and Bay of Plenty. In these two regions, it is predicted that there will be an increase in freight growth of approximately 45-65% between 2020-2030. As such, protecting the Port's social license to operate and maintaining access to/from the Port is critical not just for the region, but for the future viability of New Zealand's export economy.

The Kiwifruit industry provides another backbone to the local economy with 82% of production originating from the Bay of Plenty and significant volume and value growth being forecast by Zespri, particularly in the neighbouring Eastern Bay of Plenty sub-region.

The Katikati area has a significant amount of horticultural land on either side of State Highway 2 and including both areas which are flat and more undulating. There are multiple pack-houses within and nearby the Katikati township.

Kiwifruit and avocado orchards dominate the horticultural activity within the sub-region, and are a major economic driver. Projected increases in temperature and reduced winter chill may impact budbreak and fruit maturity. Warmer temperatures may increase the fire risk, pose risks to worker health, and increase the occurrence of pests and diseases. It may also increase irrigation demands, which coupled with increased drought may contribute to regional issues relating to water availability. Increasing extreme weather (flooding, wind, storms, frost events, and changing seasonality) and groundwater rise may increase damage to crops and interfere with harvesting practices.[39]

SmartGrowth Housing and Business Development Capacity Assessment (HBA)

As part of the Housing and Business Development Capacity Assessment 2022, a report was prepared by Market Economics on sub-regional business land demand and supply analysis as part of complying with the National Policy Statement on Urban Development (NPS-UD).

There is enough capacity to cater for industrial and commercial/retail growth in the District.

Future industrial capacity includes approximately 500ha of vacant Industrial zoned land at Waihī Beach, Katikati, Ōmokoroa, Te Puna, Te Puke and Rangiuru.[40]

Of Commercial zoned land, small areas totalling approximately 25ha are vacant in Waihī Beach, Katikati and Maketu. There is also a large area of vacant commercial land in Ōmokoroa where the future town centre has been approved through resource consent.

39 SmartGrowth Strategy Climate Resilience Chapter

40 SmartGrowth Development Trends Report 2024

Existing Commercial and Industrial Land Use

The Katikati commercial area is made up of the following key sites/locations:

- The main commercial zone/town centre off Main Road. This contains a full range of commercial activities and services including offices, retail, restaurants, bars, cafes, takeaways, bakeries, gyms, banks, accommodation, service stations and medical and community services. There are also some smaller industrial activities provided for.
- A small commercial area on the corner of Beach Road/Park Road which has a dairy.
- The commercial transition zone off Carisbrooke and Jocelyn Streets where there are some services such as midwives and Plunket, however this area is mainly used for housing.
- There are also a number of smaller home enterprises in residential and rural areas.



Hanging baskets line the street in Katikati Town Centre.

For Katikati's industrial land, key sites and locations are:

- The developed industrial zone which includes a wide range of industrial/commercial activities such as manufacturing, storage, post-harvest, agricultural and building supplies, equipment hire, automotive, electricians, plumbers, car sales, gyms/fitness centres, veterinary services, funeral services, early childhood, supermarket and other retail.
- The largely undeveloped industrial zone/ structure plan area off Marshall/Tetley Roads. There are already some activities established such as manufacturing, cool storage and retail with the remainder of the area being enabled for further growth as required.
  This remaining land is currently being used for vegetable growing and kiwifruit.
- A smaller developed industrial zone at Waterford Road used for timber supply.
- Post-harvest zones including the Hume, Seeka and Birchwood facilities.
- Other areas such as the commercial zone where smaller industrial activities have located and the nearby rural zone e.g. sawmilling.

Katikati Town Centre Plan

A new Town Centre Plan was developed for Katikati in 2022 as an update to the previous plan from 2010. The new Plan is to guide development over a 10 year period. It has the purpose of achieving a high functioning town centre, a strong community focus, a thriving visitor experience and good options for local employment and quality of life. The Plan sets out what the community want to achieve and contains a number of key actions. These actions include redesigning the town centre entries, improving street plantings, upgrading footpath surfaces, extra pedestrian crossings, additional carparking near the main road and adding a market square next to the library. Also, improving access to Haiku Park, turning the accessway to Kotahi Lane into shared street environment to encourage access to that area, allowing residential development between Kotahi Lane and the Uretara Stream, and further pedestrian linkages along the stream.



Pedestrian crossing controlled by traffic lights in Katikati Town Centre.

Relevant Commercial/Industrial related Plan Changes

The following section of this report covers in more detail the large scale relevant plan changes that have a commercial/industrial component in the Katikati area.

Plan Change 18 to the Previous Operative Plan – Katikati Urban Growth

In addition to rezoning new areas of land for residential purposes, this Plan Change (operative in 2003) also created new commercial and industrial zonings. The commercial town centre was extended at the northern end at Carisbrooke and Joceyln Streets and southern end starting at the entrance to Haiku Park down to Donegal Place. These are now fully developed with commercial businesses but also used for housing. The 26 hectare industrial zone/structure plan area off Marshall/Tetley Roads was also added by this Plan Change.

Plan Change 56 to the Previous Operative District Plan - Katikati Structure Plan Revision

As mentioned earlier, this Plan Change (operative in 2009) made adjustments to some structure plans. For the new industrial zone/structure plan area off Marshall/Tetley Roads this introduced an infrastructure layout and financial contribution strategy for funding infrastructure. It also introduced development restrictions to minimise impacts on the Marshall Road and Tetley Road intersections with State Highway 2. Development was restricted to 12.64ha until the addition of traffic lights at Marshall Road/SH2 (or alternative upgrade) or measures to reduce the attractiveness of Tetley Road for heavy vehicles. It also restricted development to 20ha until which time a link road is in place from State Highway 2 through the industrial zone to Tetley Road. These works have yet to be completed.

Infrastructure was intended to be provided by Council using financial contributions collected from the wider Katikati Township. However, due to the global financial crisis and the slow down in development, collecting from the wider community became unviable. The industrial landowners in this new zone would instead have needed to carry the costs of providing infrastructure themselves but there were barriers which made this unviable for them too.

District Plan First Review

Post Harvest Zones were first established through the District Plan Review (made operative in 2012) to recognise the strategic importance of a number of larger scale post harvest facilities that were already established in rural areas. The specific sites given a Post Harvest zoning were selected based on existing fruit throughput, potential growth in fruit throughput and sufficient land availability for potential further expansion. The purpose of adding this new zone was to ensure that these larger post harvest facilities could continue to expand their operations as required without needing resource consent for each new building or additions. Each site is also allowed up to 75 seasonal workers on-site as a permitted activity. For the Katikati area, the three sites re-zoned to Post Harvest were the Hume, Seeka and Birchwood facilities.

Plan Change 18 to the Current District Plan - Katikati Marshall Road Industrial Structure Plan

Through this Plan Change (operative in 2013) further changes were made in consultation with the industrial landowners. The infrastructure layout was altered to make the roads straight not curved, to make it easier to develop the land, and Council also funded the design of structure plan roading.

The Plan Change also allowed the development restrictions (12.64ha) to be exceeded once the Carisbrooke Street extension to Middlebrook Drive was completed which it has been. The new financial contribution strategy was introduced to require landowners to construct and fund the infrastructure. However, to ensure costs are split fairly, each landowner would only be required to pay an amount relative to their developable area (charged per square metre).

There has been very limited industrial development in this area since it was zoned. Initially, the global financial crisis was a reason for this. Landowners have also chosen to continue to farm the land for kiwifruit. More recently, there has been interest from the landowners to subdivide and/or develop for industrial purposes. However, more than ten years after the last Plan Change, this required the structure plan to be updated again to take into account best engineering practice, new legislation such as the National Policy Statement on Freshwater (NPS-FM) and rising costs of construction including inflation. This new structure plan has been prepared and can be used to enable development (without a further Plan Change) through the resource consent process.

Appendix 1 - Previous Community Engagement

A range of feedback from the community of the Katikati area has been received over the past several years. Council acknowledges that we have received a wealth of information from the community through various community engagement mechanisms.

This feedback has been reviewed and assessed for information as part of data gathering for the baseline report.

The community feedback from residents of Katikati has been sourced from:

- The Your Place Tō wāhi – pre-engagement for the District Plan review involved a six week pre-engagement phase in 2022. 1142 survey responses were received, and 150 of those responses were from Katikati residents.
- The Annual Plan 2023/2024 received 332 submissions. Katikati residents commented on both the proposed improvements to Dave Hume Pool and well as drinking water regulation changes that would impact the Wharawhara and Athenree water treatment plants.
- The SmartGrowth Strategy 2024-2074 received 86 submissions during consultation in 2023 to support direction of growth and investment in the Western Bay of Plenty sub-region.
- Early engagement on the Long-Term Plan in 2023 focused on the 12 main neighbourhoods within the Western Bay of Plenty District. Council worked with community leaders to focus on the questions they felt were most relevant to their individual community. For Katikati this included identifying which actions in the Katikati Community Plan should be the priority.
- The Long-Term Plan received 588 submissions through formal consultation in June 2024. 77 submissions were from Katikati residents and 7 were from local or relevant organisations/ businesses including Federated Farmers, Katikati Cricket Club, Katikati Focus Economic Development Group, Katikati Community Board, Katikati Sport and Recreation Centre, Katikati Waihī Beach Residents and Ratepayers Association, New Zealand Kiwifruit Growers Incorporated and Western Bay Museum.

These submissions and supporting reports have been used to represent the local community voice.

Social Infrastructure

Community support for additional social infrastructure focuses on the need for additional playgrounds, toilets and similar amenities. Specifically, there is strong community support for the development of Moore Park to provide a youth recreational hub including a half court, playground and BBQ area. Through community feedback in 2023, lack of facilities for youth was identified as the biggest issue facing Katikati. There is also the desire to see investment in the Main Road from both a functional and beautification perspective. In 2023, connecting walkways and cycleways was identified as a priority action in the Katikati Community Plan.

Environment and Natural Hazards

There is divided community opinion on the response required to address to climate change impacts. Through the Long Term Plan pre-engagement in 2023, flooding was the highest concern regarding climate change for the Katikati community, particularly how severe events may cause road and transport disruptions.

Housing and Land Use

Community sentiment shows the need for more affordable homes within the area to attract first home buyers and young families. There is the desire for secondary dwellings and tiny homes to be allowed on rural and lifestyle properties to be used as rentals, particularly for seasonal agriculture and horticulture workers. Community concerns have been shared about the development of land that is prone to flooding. There was the desire to balance affordable housing without developing areas with known natural hazards or environmental concerns, such as harbour edges.

Economic

Katikati endeavours to become a destination and 15 minute town. There is community support for the development of the industrial area, recognising that this will bring additional jobs into the community. This was supported by the Katikati Community Board through the 2024 Long Term Plan. Attracting younger families to town through employment opportunities was the action the community identified as the highest priority through the Your Place tō Wahi engagement in 2023.

Transportation

In 2023, 86 residents stated that the current transport does not meet the communities needs. Road maintenance and safety features were identified as the key barriers to this. The need for a Katikati bypass has been a key theme and known issue that comes through each consultation process, as the volume of traffic that travels through the main town is too high. Alongside this, comments have been received on the lack of public transport and park and ride facilities for the area.

Appendix 2 - Population and Dwellings Tables

Census 2023

POPULATION	Katikati		Tahawai		Aongatete		TOTAL	
Population	5,580		1,839		3,519		10,938	
Median Age years	51.0 years		55.0 years		53.5 years		53.2 years	
0-14 years	16%	885	12%	216	13%	462	14%	1,563
15-29 years	14%	756	13%	246	12%	438	13%	1,440
30-49 years	20%	1,098	17%	321	19%	669	19%	2,088
50-64 years	15%	828	29%	525	25%	897	21%	2,250
65+ years	36%	2,016	29%	537	30%	1,044	33%	3,597
European	77%	4,287	88%	1,626	89%	3,135	83%	9,048
Māori	17%	936	15%	279	11%	381	15%	1,596
Pacific	5%	306	3%	51	3%	108	4%	465
Asian	12%	684	4%	75	4%	150	8%	909
Other	1%	66	2%	39	3%	96	2%	201
Partnered	56%		66%		65%		60%	
Employed	45%		63%		61%		54%	
Personal income	$28,700		$35,200		$34,300		$32,733	

DWELLINGS	Katikati		Tahawai		Aongatete		TOTAL	
Total Dwellings	2,556		849		1,491		4,896	
Occupied	91%	2,334	86%	726	91%	1,356	90%	4,416
Separate House	81%	1,878	97%	684	95%	1,233	88%	3,795
Joined Dwelling	19%	432	3%	24	5%	66	12%	522
1 Bedroom	5%	114	5%	33	8%	102	6%	249
2 Bedrooms	21%	498	10%	69	12%	165	17%	732
3 Bedrooms	54%	1,251	45%	327	41%	546	48%	2,124
4 Bedrooms	17%	387	31%	222	30%	408	23%	1,017
5+ Bedrooms	3%	75	10%	72	9%	126	6%	273

HOUSEHOLDS	Katikati		Tahawai		Aongatete		TOTAL	
Total Households	2,316		717		1,335		4,368	
Avg. No. Residents	2.3		2.5		2.5		2.4	
1 Family	63%	1,401	75%	519	74%	930	69%	2,850
2 Families	3%	57	3%	24	5%	60	3%	141
3+ Families	0%	6	0%	0	0%	3	0%	9
Multi-Persons	3%	69	3%	24	3%	36	3%	129
1 Person	31%	678	18%	123	18%	231	25%	1,032
Owned/Trust	75%	1,740	83%	594	81%	1,077	78%	2,718
Rented	25%	576	17%	120	19%	255	22%	951
Couple No Kids	56%	855	63%	360	63%	663	60%	1,878
Couple With Kids	28%	426	28%	159	28%	300	28%	885
1 Parent With Kids	16%	246	8%	48	9%	90	12%	384
Household Income	$50,600		$85,200		$83,000		$72,933	
Weekly Rent (HUD, June 2025)	$576		$481		$554		-	
Median Sale Price (HUD, June 2025)	$740,250		$906,833		$1,770,000		-	

Dwelling Consents and New Lots 2018 - 2025

DWELLING CONSENTS ISSUED	Katikati	Tahawai	Aongatete	TOTAL
2018	62	12	27	101
2019	43	2	25	70
2020	48	6	15	69
2021	43	5	34	82
2022	84	10	18	112
2023	20	5	6	31
2024	47	4	24	75
2025	63	13	8	84
TOTAL	**410**	**57**	**157**	**624**

NEW LOTS CREATED	Katikati	Tahawai	Aongatete	TOTAL
2018	57	7	14	78
2019	58	1	43	102
2020	23	1	3	27
2021	20	2	6	28
2022	64	1	4	69
2023	16	2	27	45
2024	63	0	2	65
2025	8	0	5	13
TOTAL	**309**	**14**	**104**	**427**

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Baseline Report
February 2026

Te Puna and Minden Spatial Planning

Western Bay of Plenty District Council

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List of commonly used terms and acronyms in this report

Term	Description
Blueprint	Report from the Expert Advisory Group on Resource Management Reform. Blueprint for resource management reform – a better planning and resource management system 2025.
BOPRC	Bay of Plenty Regional Council - Toi Moana
District	When District is referred to, it means the jurisdictional area of Western Bay of Plenty District Council.
FDS	Future Development Strategy – The FDS is required by Central Government to plan and manage growth. It is a spatial document that shows where the sub-region will grow over the short, medium and long term. The FDS is located with the SmartGrowth Strategy.
HBA	A Housing and Business Development Capacity Assessment is a report that local authorities prepare to determine if there is enough suitable land for new homes and business growth to meet future needs.
HPL	Highly Productive Land as it is referred within the National Policy Statement for Highly Productive Land 2022 (amended August 2024).
NZTA/Waka Kotahi	New Zealand Transport Agency responsible for state highways.
RMA	Resource Management Act 1991
SmartGrowth	SmartGrowth is a collaboration of Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council – Toi Moana, Tangata Whenua, Priority One and Central Government agencies. SmartGrowth is focused on planning for the future growth of the sub-region.
SmartGrowth Strategy	The SmartGrowth Strategy is a plan for the Western Bay of Plenty sub-region of New Zealand to manage its growth and development.
Sub-region	The sub-region is used to describe the jurisdictional/ and geographic area of Western Bay of Plenty District Council and Tauranga City Council. Also referred to as the Western Bay of Plenty sub-region as opposed to the whole of the Bay of Plenty region.
TCC	Tauranga City Council
TNL	Takitimu North Link
UFTI	Urban Form and Transport Initiative - UFTI focused on supporting liveable community outcomes, finding answers for housing capacity, intensification, multi-modal transport (such as public transport and cycleways).
WBOPDC	Western Bay of Plenty District Council

Purpose of the Baseline Report and Spatial Plan

The purpose of this baseline report is to provide relevant information on the history and context of Te Puna and Minden areas with the intent of informing a future Spatial Plan.

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council. Ultimately, it will help to determine what the area looks like in 30+ years' time and maps out how we get there. For a full description of the geographical extent of the Te Puna and Minden areas see Section 5 – Geography.

The spatial plan will be prepared to inform the upcoming regional or sub-regional spatial plan (the Western Bay of Plenty sub-region is the area made of Western Bay of Plenty District Council (WBOPDC) and the Tauranga City Council (TCC) area) as identified in the Government's 'Blueprint for resource management reform – A better planning and resource management system'.[1] The Blueprint, prepared by an expert advisory group, recommends the development of regional spatial plans to regionally identify the spatial implications of constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Spatial plans are also being prepared for Te Puke, Katikati and Waihī Beach, Bowentown and Athenree.

In accordance with what has been broadly identified in the Blueprint the scope of the spatial plan includes (but is not limited to) the following:

Housing

We need to think about housing in terms of ensuring:

- Sufficient future development capacity, making sure that we have enough land zoned to meet future demand for housing.
- Housing demand and needs are understood and the local housing system is responsive to those needs.
- Consistency with the Government's Going for Housing Growth programme and the National Policy Statement on Urban Development (NPS-UD) objective for well-functioning urban environments).

Infrastructure Corridors

Existing and planned infrastructure corridors and strategic sites. This may also include opportunities to make better use of infrastructure.

Social Infrastructure

Other infrastructure services that may be needed to serve future urban areas such as schools, open space and community facilities.

Constraints

There are a number of constraints potentially affecting the use and development of land Including:

- Significant values include (but not limited to) significant natural areas, outstanding natural features and landscapes, historic and cultural heritage features, and implications of environmental limits and other restrictions (consistent with national direction).
- Natural hazards; e.g., flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami.
- Other constraints e.g. highly productive land, peat soils and elevation above sea level.

1 Blueprint for resource management reform - A better planning and resource management system

Potential Future Zoning

Where necessary, existing and planned uses may require separation from incompatible activities, such as separating housing or other sensitive uses from heavy industrial land, quarries, or ports. We also need to understand the pattern of residential, lifestyle, rural, commercial, industrial, and other development types to identify and separate any incompatible activities.

Tangata Whenua Aspirations

As we will partner with Tangata Whenua, in particular iwi/hapū representatives who have interests in the areas of Te Puna and Minden, understanding Tangata Whenua aspirations in their rohe will be important. Sites and Areas of Significance to Māori (SASMs) will also be explored.

The spatial plan will be progressed with a high level of community involvement and will integrate thinking that can bring about a vision for the Te Puna and Minden area that brings Tangata Whenua, the community, landowners and stakeholders together.

Challenges and Opportunities

The primary challenges and opportunities for the Te Puna and Minden that are expected to be explored through engagement and development of draft spatial plans include:

- The future vision for the commercial area of Te Puna, referred to as the Te Puna Village, once the existing SH2 becomes a local road when the Takitimu North Link (TNL) is completed.
- Development of the Te Puna Business Park.
- Improving community amenities including safe cycle and pedestrian access around the commercial area of Te Puna.
- Culturally significant land and Tangata Whenua aspirations, with a focus on environmental kaitikaitanga, marae resilience, and cultural heritage enhancement.
- Where there is potential for any future residential development within Te Puna.
- Enabling remaining lifestyle development opportunities in the Minden.
- The effects of natural hazards on the existing residents and future development.
- Infrastructure needs, including wastewater solutions.

The above issues, in one way or another are all impacted by climate change. Climate change is putting increasing pressure on our natural environment, wellbeing, safety, security, economic prosperity, and cultural identity. This critical issue and its impact on the Te Puna and Minden area will be discussed throughout this report.

The Te Puna and Minden Spatial Plan will be developed in partnership with Tangata Whenua and with the support and oversight of Council's Strategy and Policy Committee comprised of elected members. Consultation and engagement in the development and refinement of the spatial plan will be primarily led by the community. More information on the communication and engagement approach can be found at www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.



Te Puna Quarry Park.



Train bridge over the Wairoa River.

Te Puna and Minden Spatial Plan Location

Spatial plans don't typically have hard defined boundaries. Boundaries may come in the form of jurisdictional boundaries between councils, geographical boundaries, ward boundaries, statistical areas, postcodes, rohe, resource catchment boundaries etc. Spatial plans aim to address high level long term strategic planning matters that may cross boundaries where it makes sense to.

The Te Puna and Minden Spatial Plan generally includes the area depicted in Figure 1 on the next page.



Livestock grazing in the farmland adjoining Te Puna Beach Estuary.

Surrounding Areas of Influence

While the spatial plan location is the Te Puna and Minden area, there are adjoining areas such as Plummers Point and Whakamarama which influence or are influenced by the Te Puna and Minden area. For example, those that live in Plummers Point and Whakamarama use facilities and services in the Te Puna and MInden area and vice versa. There is also a broader rural population beyond these areas that will also use facilities and services within the Te Puna and Minden area. Tauranga City is also in close proximity, allowing residents of Te Puna and Minden to access a broader range of services and facilities than in their local area. Tauranga residents may also travel to Te Puna and Minden for some services and facilities but to a lesser extent.

Plummers Point has a similar land use pattern to Te Puna. It is predominantly rural, with a large amount of established horticulture, but it also has a small residential and rural-residential zone which are both fully developed. Whakamarama is also predominately rural with a mix of horticultural areas and general farming land. There is also a small area of commercial zoned land in Whakamarama on the corner of Barrett Road and SH2 which is opposite from Plummers Point Road. This commercial area includes a small convenience store, fish and chip shop, mechanics, equipment hire centre and a petrol station.

It is not intended for Plummers Point, Whakamarama or other nearby rural areas to be considered for future long-term planning as the main focus for future planning is the area within Te Puna and Minden.



Waitui Reserve.

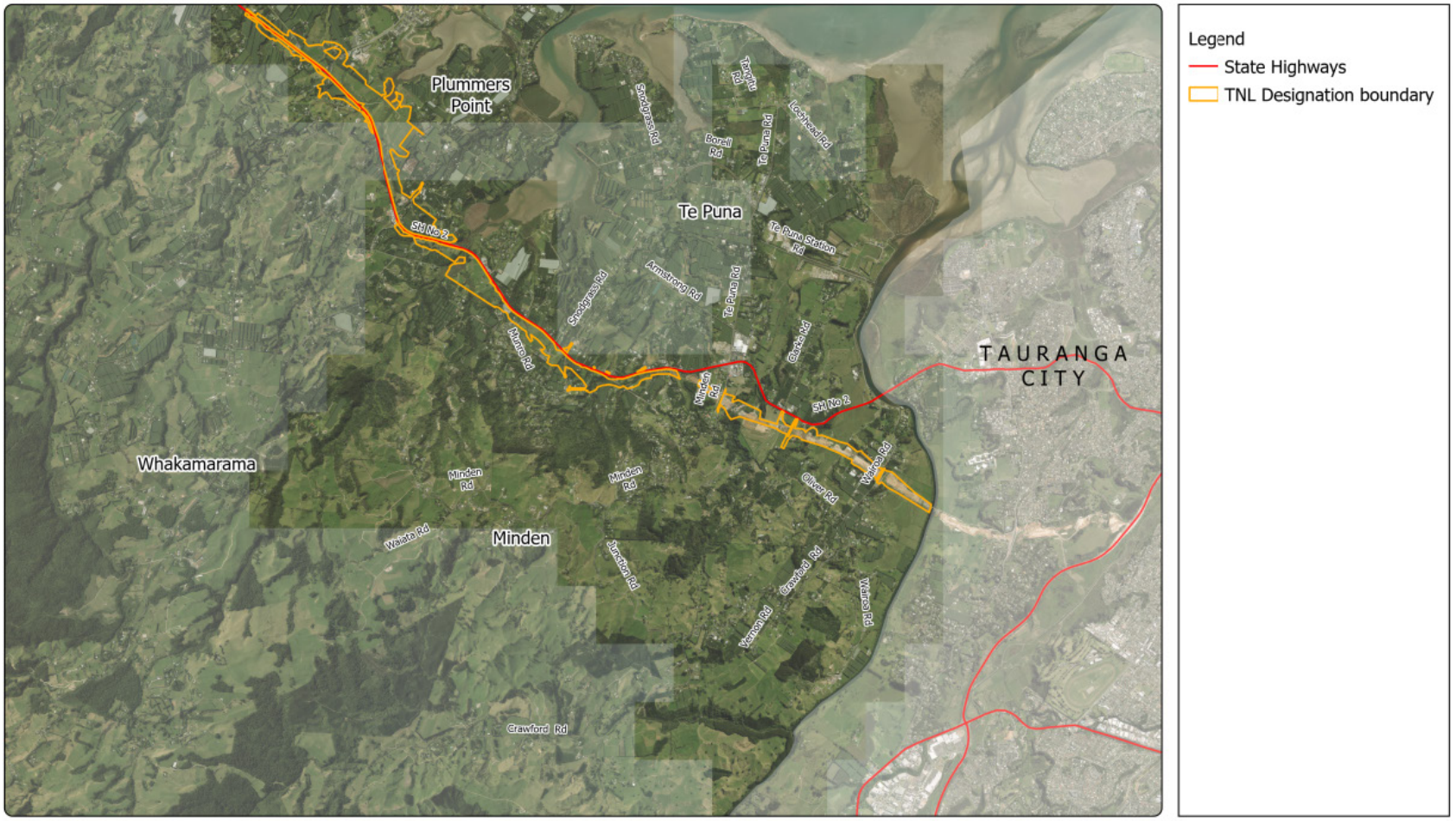


Figure 1: Te Puna and Minden Spatial Plan areas and surrounding areas.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Strategic and Regulatory Framework

The strategic context for the spatial plan area is discussed to highlight the complexities of the area, and to clarify how the Te Puna and Minden spatial plan will work alongside other important planning and strategic documents.

Various strategic planning studies and documents affirm the importance of Te Puna and Minden as:

- A culturally significant landscape.
- Strategically important location due to its close proximity to Tauranga City/the Port of Tauranga and key arterial route (SH2 and the Takitimu North Link).
- Significant support centre for horticultural-related employment and industry.

Resource Management Act 1991 (RMA) and Resource Management Reform

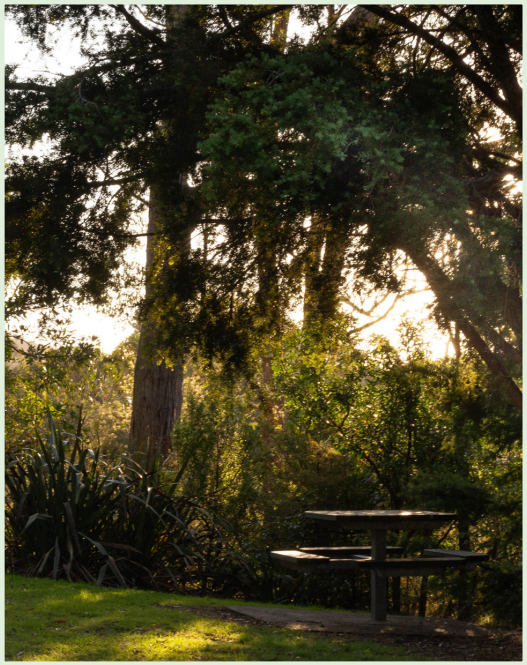
The RMA serves as the foundation for developing a spatial plan, aiming to promote sustainable management of natural and physical resources. It defines 'sustainable management' as the use, development, and protection of these resources to support environmental, social, economic, and cultural well-being. The Act governs air, soil, freshwater, coastal areas, land use, and infrastructure, requiring documents like District/City Plans, Regional Policy Statements, National Policy Statements, and National Environmental Standards to align with and give effect to its principles, thereby shaping New Zealand's development.

On 24 March 2025, the Government announced the Blueprint for Resource Management Reform (RM Reform), aiming to replace the RMA. The Government aims to replace the current RMA by the end of this parliamentary term, with draft legislation proposed at the end of 2025 through the Planning Bill and Natural Environment Bill. The proposed replacements to the RMA will provide new laws that balance property rights with environmental protection. Submissions to these Bills closed on 13 February 2026

The Government's objectives for reform are to increase housing and business development capacity, support infrastructure growth, double renewable energy, and promote primary sector growth. It aims to safeguard the environment and public health, adapt to climate change, and improve regulatory quality in the resource management system while upholding Treaty of Waitangi settlements.

The new planning system is proposed to streamline the resource management system by focusing on property rights and environmental impacts. Two distinct laws will be created: one for environmental management and another for urban development. The reform emphasizes setting clear environmental limits, enhancing national standards to reduce the need for consents, and shifting focus from initial approvals to enforcement.

It aims to lower infrastructure costs through spatial planning and joint regional plans, provide rapid, low-cost dispute resolutions, and ensure processes are faster, simpler, and respectful of Treaty of Waitangi settlements.



Minden Scenic Reserve.

Spatial Plans in the New Planning System (Resource Management Reform)

The Blueprint sets out that spatial planning has a vital role to play in the new planning system. Spatial plans will provide long-term, strategic direction to simplify and streamline the system. This will allow development within constraints, and better align land use, infrastructure planning, and investment. It is recommended by the Expert Advisory Group (EAG) in the Blueprint document that spatial plans have statutory weight which is a significant shift. The regional spatial plan will provide guiding policy direction that decision makers will need to give effect to.

Regional spatial plans will broadly identify future urban development areas, major existing and future infrastructure and where separation of incompatible activities may be required. It needs to identify the spatial planning implications of environmental constraints such as hazards, Significant Natural Areas, Outstanding Natural Features and Landscapes and highly productive land and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed. The intention is that spatial plans should be pragmatic and appropriate to the scale and complexity of planning issues.

It is recommended that each region be required to have a spatial plan but that there is flexibility for each region to determine the appropriate scale, and therefore local authorities may choose to scale the plans to focus on sub-regions. Spatial plans will need to be jointly prepared by the relevant regional council and region's local authorities, working with the Crown, Māori, infrastructure providers, stakeholders and communities.

Early indications suggest that our existing SmartGrowth Strategy is a good starting point for our sub-regional spatial plan, although there will likely be some areas that require further focus/ refinement and greater local context.

The recommendations in the EAG report relating to spatial plans have now been formally proposed in the Planning Bill.

National Policy Statement for Urban Development (NPS-UD)

The NPS-UD as it stands (August 2025) is about ensuring New Zealand's cities and towns are well-functioning urban environments that meet the changing needs of our diverse communities. The Western Bay of Plenty District (the District) is classified as a Tier 1 local authority under the NPS-UD due to the rapid growth of the district and sub-region. That means that Council has obligations under the NPS-UD to ensure the provision of sufficient land for development for the short, medium and long term growth.[2] The Government plans to consult in 2025 on how the NPS-UD will be incorporated into the new planning system.

Going for Housing Growth

The Going for Housing Growth programme (GFHG) is part of the Government's broader plan to tackle New Zealand's housing shortage. It is about enabling more homes to be built. GFHG is structured around three pillars that make system changes to address the housing shortages. These are: Freeing up land for urban development, including removing unnecessary planning barriers, improving infrastructure funding and financing to support urban growth and providing incentives for communities and council to support growth. This could require housing growth targets, enabling greenfield growth and housing intensification in the right places.

New Zealand Coastal Policy Statement (NZCPS)

The New Zealand Coastal Policy Statement (NZCPS) is essential for managing the country's coastal environment, balancing growth and environmental protection. It promotes sustainable use and development while safeguarding natural resources, water quality, and ecosystems. The NZCPS also highlights the importance of cultural and heritage values, particularly those pertaining to the Māori community.

By planning for growth with a focus on sustainability, the NZCPS ensures that development does not compromise the coastal environment. It provides guidance for regional and local governments, helping shape policies that align with national objectives and future-proof infrastructure against environmental impacts and climate change.

National Policy Statement on Highly Productive Land (NPS-HPL)

The National Policy Statement for Highly Productive Land (NPS-HPL) was designed to protect New Zealand's valuable land resources that are ideal for agriculture and horticulture. Its main objectives are to prioritise the sustainable use of productive land, prevent its unnecessary conversion into urban or non-productive uses, and ensure it is available for primary production to meet future needs. The NPS-HPL aims to manage urban growth strategically and maintain food security by preserving high-quality soil and farming capabilities. It guides local councils in planning and decision-making to align with these national priorities. Highly Productive Land (HPL) is defined by a number of factors namely the Land Use Capability Class of 1 to 3 (LUC 1 to 3).

2 National Policy Statement on Urban Development

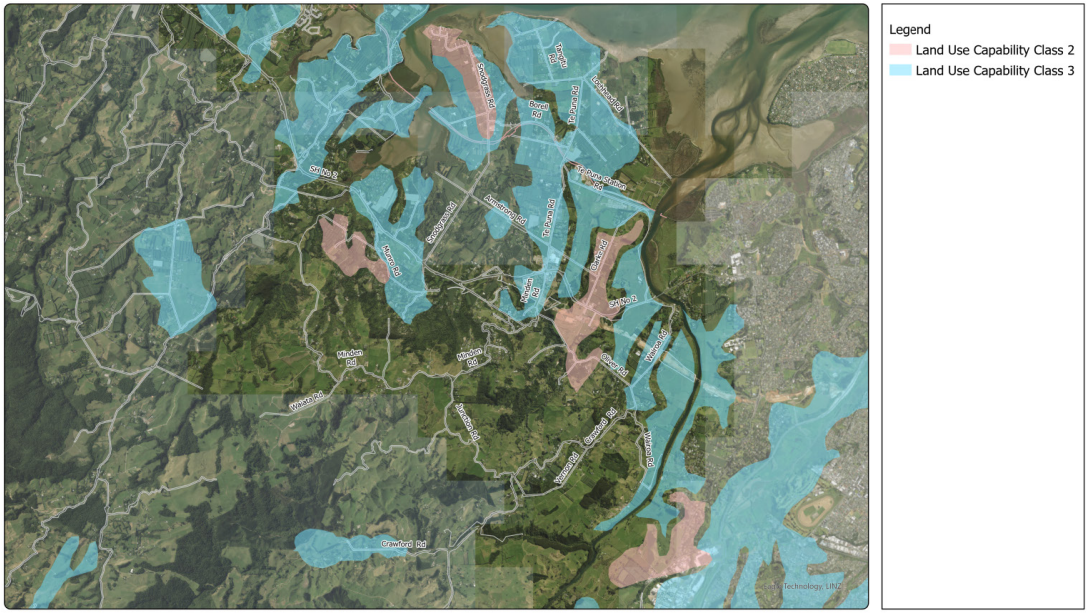


Figure 2: Highly Productive Land.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

There is a significant amount of LUC 3 land within Te Puna and surrounds, with a smaller area of LUC 2 land along the northern end of Snodgrass Road (and immediate surrounds). There is no LUC 1 land in the area. This is identified on the Bay of Plenty Regional Council Toi Moana (BOPRC) Highly Productive Land Web Map and captured in Figure 2.[3]

Through the RM Reform programme, the government is proposing to remove LUC 3 Land from the definition of HPL and bring in a new classification for land called a Significant Agricultural Area (SAA). How these SAAs will be determined, at the time of writing this Baseline Report, is not yet fully understood as there is no criteria proposed.

However, their purpose would be to identity and protect land which is important for primary production even if not classed as LUC 1 or 2..

The NPS-HPL will be incorporated into the new resource management system, and it is likely that much of the existing HPL (being LUC 3 soils) may not be defined as HPL in the new resource management system/updated NPS-HPL. Changes to the NPS-HPL are expected to align with the replacement resource management legislation.

SmartGrowth

SmartGrowth was launched in 2000 and is a collaboration between representatives from TCC, WBOPDC, BOPRC, Tangata Whenua and Central Government. The strategic vision and direction of the SmartGrowth partnership was to form a unified approach to growth and development in the Western Bay of Plenty sub-region. The Western Bay of Plenty sub-region is one of the fastest growing areas in New Zealand.

It has grown significantly over the past 60 years and has continued to grow due to the lifestyle and economic opportunities it presents. The vision set out by SmartGrowth is that the Western Bay is a great place to live, learn, work and play.

Over the last decade SmartGrowth has led or contributed to several initiatives that feed into the SmartGrowth Strategy 2024-2074. These include the SmartGrowth Strategy Review 2013, The Proposed Future Development Strategy 2018, Urban Form Transport Initiative (UFTI) Connected Centres 2020, Western Bay of Plenty Transport System Plan, Interim Joint Spatial Plan 2021 and Tangata Whenua Spatial Planning.

3 Bay of Plenty Regional Council Highly Productive Land Web Map

Urban Form Transport Initiative (UFTI) 2020

The Urban Form and Transport Initiative (UFTI) was a collaborative project led by SmartGrowth and NZTA/Waka Kotahi and involved WBOPDC, TCC, the BOPRC, Tangata Whenua, and community leaders. It is a commitment to developing a refreshed, coordinated and aligned approach to key issues across the WBOP sub-region such as housing, transport and urban development. UFTI focuses on supporting liveable community outcomes, finding answers for housing, intensification, multi-modal transport and network capacity.

UFTI – Connected Centres Programme

Development of Te Puna/Plummers Point in the long term is acknowledged in UFTI in the Connected Centres Programme. The Connected Centres Programme is a strategic framework designed to improve the integration of urban planning and transport systems. Its primary goal is to create a more interconnected region by enhancing the accessibility and connectivity between different urban centres. This initiative aims to support sustainable growth, improve liveability, and enhance economic opportunities by aligning transport investments with land use planning. The programme focuses on creating efficient transport networks that facilitate the movement of people and goods, thereby contributing to the overall resilience and functionality of urban areas.

UFTI/the Connected Centres Programme identified the following actions needed to address relevant issues for Te Puna and Minden:

- Complete the Te Puna Master Plan (20-30 year timing).
- Construction of the Takitimu North Link (TNL) (Stage 1 and Stage 2).
- Complete planning for revocation for the old State Highway 2 through Te Puna (and Bethlehem) as a result of the TNL.
- Design and deliver Park & Ride facilities at Te Puna for high frequency public transport services (future proofed for rail).
- Review timing and sequencing of new greenfield sites on the northern corridor in light of further technical work and adjust spatial plan as appropriate.
- Deliver social and community infrastructure to support planned growth in the northern corridor.

SmartGrowth Strategy 2024-2074[4]

The SmartGrowth Strategy 2024-2074 has been recently developed to proactively plan for and manage future growth in a way that supports Tangata Whenua values and aspirations, delivers on the Government's Urban Growth Agenda (UGA), builds on the SmartGrowth vision and UFTI.

The SmartGrowth Strategy builds on the work of Connected Centres as the preferred spatial scenario for the sub-region. The Connected Centres programme forms the basis of a number of planning and policy approaches in the sub-region. The Settlement Pattern in the SmartGrowth Strategy sets out how, where and when development will occur within the Western Bay of Plenty sub-region.

Through the development of the SmartGrowth Strategy 2024-2074, there were a range of views provided. For Te Puna and Minden specifically, submissions were received in relation to appropriateness and extent of growth in the area.

The Future Development Strategy

The Future Development Strategy (FDS) was developed by SmartGrowth (as a part of the SmartGrowth Strategy 2024-2074) in response to the NPS-UD.[5] This was to ensure that the Councils in the sub-region were able to provide sufficient development capacity to meet the requirements of NPS-UD. The connected centres approach was adopted to deliver a planned approach to development that would give greater housing and transport choices whilst achieving a balance between greenfield development and intensification.

SmartGrowth Funding & Implementation Plan

The SmartGrowth Strategy has a separate Funding and Implementation plan for three years. The Funding and Implementation Plan contains the agreed upon actions that will be progressed by SmartGrowth and its partners. One of the agreed actions is to deliver a spatial plan for the Te Puna and Minden area to resolve a long-standing issue of needing to plan for growth given the proximity to Tauranga City. There are a number of more general actions which may be relevant. For example, the commercial centres strategy and delivering 30 years of housing capacity across the District.

4 SmartGrowth Strategy 2024-2074

5 SmartGrowth Strategy 2024-2074



SmartGrowth Housing and Business Capacity Assessment 2022[6]

TCC, WBOPDC, and BOPRC Toi Moana produced a Housing and Business Capacity Assessment (HBA) as per the NPS-UD. This is due to the rapid population growth in the region, with expectations of reaching 282,900 people over the next 30 years, demanding more land for housing and employment.

Currently, it is estimated that 37,000 to 43,000 new homes will need to be built in the Western Bay of Plenty sub-region within 30 years to meet the rising housing demand. This includes a need for 30,000 to 34,000 new houses in Tauranga City, and 7,000 to 9,000 in the Western Bay of Plenty District. There is a recognised shortage in housing across short, medium, and long-term timeframes due to infrastructure and policy challenges.

As part of New Zealand's "golden triangle" (Auckland, Hamilton and Tauranga) the Western Bay of Plenty sub-region plays a crucial role in national economic activity, with specific advantages like the Port of Tauranga enhancing business prospects. The SmartGrowth Business Capacity Assessment (BCA) is tasked with ensuring sufficient business land to support economic growth, evaluating land needs from 2021 to 2051.

The assessment showed that there is sufficient capacity for industrial and commercial growth within the District, largely driven by new greenfield areas, such as the Rangiuru Business Park, however within the sub-region there is not enough currently zoned industrial land in the long term (30 years). The region's economic outlook is supported by proximity to major markets and infrastructural landmarks, with planned developments expected to fulfill future demands.

However, if greenfield projects do not proceed in a timely manner, capacity sufficiency may be challenged.

SmartGrowth Industrial Land Study Technical Report 2023[7]

The SmartGrowth Industrial Land Study has identified potentially suitable locations and areas of land within the western Bay of Plenty sub-region for future industrial development over the next 30 years. Using a multi-criteria framework and further refinement with the inclusion of stakeholder engagement a broad cross sections of sites were identified in the 'long-list' for further evaluation.

This included sites in and around Te Puna. However, they were not progressed because of their close proximity to culturally significant land and the recognition of the need for a wider spatial planning exercise to be undertaken before industrial land could be identified even at a high-level. The preferred sites were agreed and taken through a more detailed assessment with a summary evaluation provided by technical subject matter experts.

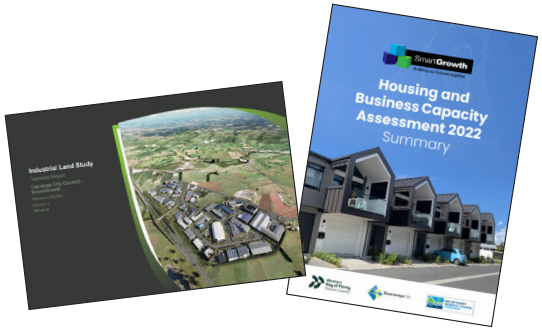
Following the completion of the Industrial Technical Report, SmartGrowth partners further refined preferred sites to include only Belk Road, Pukemapu and Ōmokoroa/Apata.

They were generally considered favourable due to their centralised location (being within close proximity to the port of Tauranga (Belk & Pukemapu) noting that the Tauranga City boundary has a shortfall of industrial land in the long term. Further consideration of the Ōmokoroa/Apata area is needed to ensure suitable future supply as a result of growth in this area. The eastern area is largely serviced by the Rangiuru Business Park.

The report recommends further detailed investigations for these areas including timeframes, planning, environmental considerations, infrastructure servicing and funding. Further targeted stakeholder engagement is advised, alongside the adoption of sustainable development principles and the inclusion of these within the appropriate spatial plan.

6 SmartGrowth Housing and Business Capacity Assessment 2022 Summary

7 SmartGrowth Industrial Land Study Technical Report 2023



Regional Policy Statement and Regional Plans

The Bay of Plenty Regional Policy Statement (RPS) provides an overview of the resource management issues of the region and contains objectives, policies and methods to achieve integrated management of the natural and physical resources of the region. It provides specific direction for addressing matters such as urban and rural growth management, air quality, the coastal environment, energy and infrastructure, geothermal resources, natural hazards and water quality and quantity. Under the RMA, councils must give effect to the RPS when preparing regional or District Plan reviews or plan changes, which would mean that any spatial plans to inform such changes would need to have this purpose in mind. Moving forward, under RM Reform, the Government has signaled that regional policy statements will be eliminated and partially replaced by the requirement to prepare spatial plans.

There are a number of regional plans for the Bay of Plenty. These plans set out how natural and physical resources are to be managed and contain rules which either permit, (subject to limits), require resource consent for or prohibit certain proposals in relation to the use of resources. The regional plans which apply to the Western Bay of Plenty District are:

- Regional Natural Resources Plan (including earthworks, stock control, geothermal, wetland protection, discharges of contaminants to water and land, and taking and use of water).
- Regional Coastal Environment Plan.
- On-Site Effluent Treatment Regional Plan.
- Regional Air Plan.
- Civil Defence Emergency Management Group Plan.
- Regional Land Transport Plan (see Section 9 – Transportation).
- Regional Public Transport Plan (see Section 9 – Transportation).
- Regional Pest Management Plan.

As required by the RPS, the Regional Council has commenced the preparation of a draft geothermal system management plan for the Tauranga geothermal system. This system spans much of the Western Bay of Plenty sub-region. This plan will provide operational guidance (not rules) but will inform future changes to the Regional Natural Resources Plan. The plan will focus on whole system management to ensure the sustainable management of geothermal heat including for the purpose of utilising this resource for economic benefits.

Western Bay of Plenty Council Operative District Plan

Western Bay of Plenty Council Operative District Plan (the District Plan) became operative in 2012. The District Plan provides an overview of the resource management issues of the district and contains objectives, policies and rules to address these issues and help set out how growth and development is managed. It provides zonings to all of the District's land e.g. residential, rural, lifestyle, commercial and industrial to ensure that enough of each is available and is used for its intended purpose. It also identifies features such as ecological, landscapes, heritage and natural hazards that require special consideration.

Within each zone and feature, the District Plan sets out what land use and subdivision activities are permitted or require resource consent. It also sets out what the requirements are for each so that adverse effects on people and/or the environment can be managed. This includes the provision of structure plans for new growth areas which set out specific rules and infrastructure requirements and how these will be funded.

The District Plan is subject to plan changes that are used by Council or by members of the public (private plan change) to update aspects of the District Plan. Plan changes are a public process which involve research, evaluation and consultation. The provisions of District Plans are required to be reviewed every 10 years and therefore it should be noted that the District Plan is currently due for review. Spatial plans are often a tool used as a pre-cursor to District Plan reviews and given the direction signaled through the EAG Blueprint, this is likely to be the approach taken within the new resource management system.

Relevant plan changes are discussed throughout this Baseline Report.

Te Puna and Minden both have a majority of their land zoned rural.

Other zones in Te Puna and Minden include:

- Lifestyle (Minden).
- Rural-Residential (at the end of Te Karaka Drive).
- Horticultural Post-Harvest (at the corner of Armstrong and Te Puna Roads).
- Commercial Zone (the Minden roundabout area).
- Industrial Zone (Te Puna Business Park).
- Residential Zone (north by the harbour in Snodgrass and Wallace Roads). The later area was traditionally a location for baches and holiday homes. These homes usually are larger lot sizes, with mature plantings and low density in appearance.

Refer to Council's E-Plan (online version of the District Plan) Maps to view these zones further.

Climate Change

Climate change involves long-term shifts in temperature and weather patterns and has far-reaching environmental, social, cultural and economic consequences. Its impact is significant and uncertain in terms of its scale and extent.[8] There are five primary documents that help to shape our understanding and guide us towards climate change actions for our District.

The National Adaptation Plan 2022 (NAP) outlines strategies, policies, and proposals led by the Government to aid New Zealand in adapting to the evolving climate and the associated impacts that this will bring.[9] The long term adaptation strategy sets out how New Zealand will build resilience for an uncertain future by enabling better informed decisions, driving climate-resilient development in the right places and providing adaptation options. The NAP will be updated every six years to identify the climate risks that need to be addressed most urgently.

The SmartGrowth Strategy promotes climate resilient development through the application and integration of three core principles within the Future Development Strategy for the Western Bay of Plenty District. These principles include the integration and enhancement of emissions reductions, climate resilience and, local ecosystems and biodiversity into the connected centres programme. These principles are applied through three growth directives.

These include nature-based solutions and water sensitive design are prioritised for urban areas; the enhancement of coastal, terrestrial and freshwater ecosystems to improve carbon storage; and development and infrastructure are planned to be resilient and adaptive to climate change and natural hazards.[10]

BOPRC commissioned the National Institute of Water and Atmospheric Research (NIWA) in 2019 to analyse projected climate changes for the Bay of Plenty Region and potential impacts of climate change on some environments and sectors within the Bay of Plenty.[11] The findings in this report can be used to support development in the Bay of Plenty so that it is adaptive and resilient to the predicted shifts in weather, temperature and extreme weather occurrences.

The BOPRC's Climate Change Action Plan 2024-2026 sets out the goals, guiding principles and work streams that support the implementation of these goals. The five goals include BOPRC being net zero by 2050; reducing regional greenhouse gas emissions in the region; informing, preparing and adapting the region to climate change; the Western Bay community being aware, engaged and resilient; and the economic transition is enabled.[12]

WBOPDC's Climate Change Action Plan 2021-2031 identifies how climate change will likely affect the District and proposes that likely responses may stem from these changes. The action plan commits to continuing sub-regional collaboration through the natural hazards programme, which includes looking at different scenarios for climate changes and impacts and how they will affect natural hazards. Council's responses to climate change are divided into two categories – mitigation and adaptation. The mitigation responses are focused on transport, housing, electricity and waste sectors, while the adaptation responses are focused on the built environment and the infrastructure that supports this.[13]

8 Bay of Plenty Regional Council - Climate Change Action Plan 2024-26
9 The National Adaptation Plan 2022
10 SmartGrowth Strategy 2024-2074
11 Climate change projections and impacts for the Bay of Plenty Region
12 BOPRC - Climate Change Action Plan 2024-2026
13 WBOPDC - Climate Change Action Plan 2021-2031

The significant and potential impacts that climate change may have on Te Puna and Minden is difficult to predict and prepare for. The Bay of Plenty Regional Council contracted Tonkin & Taylor to undertake a climate change risk assessment for the Bay of Plenty[14], which is inclusive of Te Puna and Minden and surrounding locales and provides a strategic framework for understanding regional vulnerabilities. While detailed local-level analysis is limited, the assessment establishes foundational knowledge on climate-induced risks.

The assessment summarises climate risks for the district as including increased temperature, changes in variability and seasonality of rainfall, dryness and drought, extreme weather (wind, storm and frosts), increased fire weather, sea level rise, groundwater rise and salinity stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding. These will impact a wide range of places and activities including settlements and communities, transportation, ecosystems, cultural heritage, horticulture, agriculture and forestry. Of particular relevance for the Te Puna and Minden area, the report identifies risk associated with sea level rise, coastal erosion and rainfall induced flooding on low-lying sections of State Highway 2. The report also notes that kiwifruit and avocado orchards will be exposed to increasing temperatures and reduced winter chill impacting on budbreak and fruit maturity.

14 Bay of Plenty Regional Climate Change Risk Assessment



Wairoa River.

Tangata Whenua

Tauranga Moana Tauranga Tangata is an expression which recognises the mana motuhake (the tino rangatiratanga or sovereignty) and self-determination that Tangata Whenua within the rohe have, this is reflected in the various iwi and hapū that maintain ahi kaa (continuous land occupation) and hold Mātauranga Māori (traditional knowledge) aligned to their tikanga (customs).

Within the Te Puna and Minden area of the Western Bay of Plenty district, there are four Marae, one iwi and a number of hapū. These Marae, iwi and hapū affiliate to the Tākitimu Waka, and are largely represented on Council's Tangata Whenua Forum - Te Kāhui Mana Whenua o Tauranga Moana.

It should be noted that the land and rohe of respective hapū and iwi can overlap. The Western concepts of individual land ownership and definitive lines on a map are not necessarily the same for Māori land where ownership is communal in nature and rohe boundaries are defined by local landmarks. This is an important distinction to make when it comes to spatial planning that looks at the needs of a community and providing for its future.

Ngāti Ranginui

Ngāti Ranginui is an iwi that descend from Tākitimu Waka whose rohe covers the area outlined in this map which is based on information from Te Kāhui Māngai.

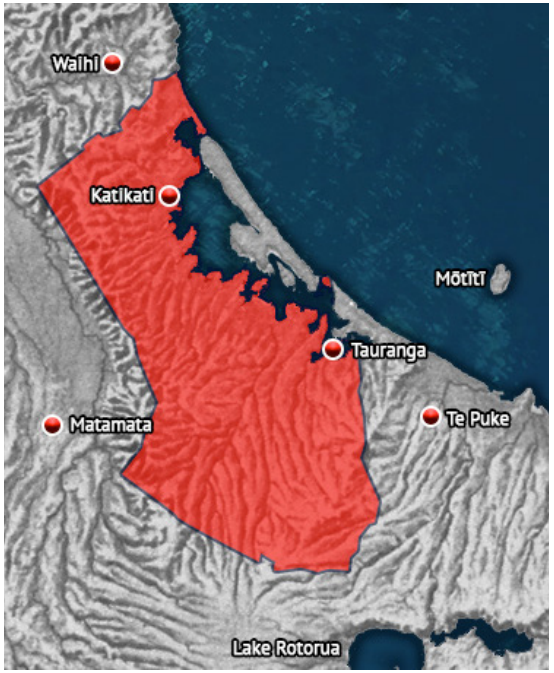


Figure 3: Ngāti Ranginui rohe

Ngāti Ranginui recently (May 2025) signed its treaty settlement into legislation which is being administered by its post settlement governance entity – Ngā Hapū o Ngāti Ranginui Settlement Trust.

Ngāti Ranginui have yet to lodge its own iwi management plan with Council to articulate the way in which they would like to work with Council on their particular aspirations, however Council has statutory obligations to them under the Local Government Act, the Resource Management Act and the Ngā Hapū o Ngāti Ranginui Settlement Act to engage with them in the work that we do, including the development of this spatial plan.

Pirirākau

Pirirākau is a hapū of Ngāti Ranginui whose rohe boundaries include the Te Puna area. Pirirākau lodged a hapū management plan with Council in 2017 which outlines their expectations when it comes to engaging with Council and the aspirations they have for the things that affect their rohe. This includes their perspective on water bodies, land use, archaeology, transport infrastructure, pest management, waste water management and many other issues relevant to spatial planning. By virtue of their hapū management plan and Council's statutory obligations mentioned earlier, it is important we engage with Pirirākau on the development of this spatial plan.

Ngāti Taka

Ngāti Taka is recognised as a hapū of Ngāti Ranginui through the Ngā Hapū o Ngāti Ranginui settlement.

Ngāti Pango

Ngāti Pango was included in the Ngā Hapū o Ngāti Ranginui Settlement based on their close connections between Ngamarama Hapū, collectively referred to as ngā Hapu ō te Wairoa. Ngāti Pango have maintained their occupation along the western banks of Wairoa Awa to this day.

It is also important we engage with these two hapū on this spatial plan because of Council's statutory obligations.

Impact of Raupatu

During the 1860s the land wars had reached Tauranga. Following the wars the Crown proceeded to confiscate much of the land in Tauranga Moana. Tangata Whenua who fought in Gate Pa and Te Ranga were regarded as rebels and in May 1865 the Crown confiscated 214,000 acres of land. A further 86,000 acres were confiscated in the three years following (50,000 acres crown retained). In the years that followed, a further 93,188 acres were taken by way of forced sale of the Te Puna – Katikati block.

The Tauranga Moana, 1886-2006: Report on the Post Raupatu Claims detailed Crown breaches of its Treaty obligations to the iwi of Tauranga Moana. These breaches traverse the profound impacts of Crown actions on the iwi of Tauranga Moana, detailing the loss of land and policies that saw the destruction of the homes and livelihoods of local iwi. This combined with legislation, such as compulsory Public Works Act acquisitions, have left iwi and hapū with limited lands compared to their once vast estates, a loss of their culture and therefore, the means to exercise their tino rangatiratanga.

Iwi/Hapū Aspirations

While each hapū has its own distinct interests and aspirations, there are several key aspirations that have recurred throughout the relationship between Council and the hapū including the health and sustainability of the whenua and waterways, the health and wellbeing of whānau and connection to, and in some cases return of, sites of cultural significance.



Te Kopa O Te Hotu Reserve, Te Puna.

Geography

The Te Puna and Minden areas are two adjoining statistical areas (SA2s)[15] located between the Kaimai Ranges to the west, the Tauranga Harbour to the north and Tauranga city to the east and southeast. The Te Puna and Minden communities are generally known as the area bounded by the harbour, the Wairoa River, the Te Puna Stream and Te Rangituanehu (Minden ridge), including Motuhoa Island. The area covers four natural waterway catchments of Ohourere Stream, Te Puna Stream, Oturu Stream, and the Wairoa River. Te Puna is located to the north while Minden is located to the south, separated for the most part by the current State Highway 2 (SH2) alignment.

The natural characteristics of the area include forestry and bush land (indigenous flora) towards the Kaimai Ranges and the topography of gently rolling hills giving way to low lying floodable lands as the area approaches Tauranga harbour. Elevation ranges 0-10m near the harbour, 50m near SH2 to nearly 500m as you head south further inland.

The land is suitable for horticulture and has avocado and kiwifruit orchards that are scattered throughout the area. The kiwifruit orchards are framed with shelter belts of trees or plastic and polythene netting all of which are prominent characteristics of the District. Minden contains a large amount of geologically challenging land, while Te Puna has a more undulating geography. The Wairoa River is located to the East of the Te Puna and Minden boundary, offering rich historical and cultural ties for local iwi to their river and tupuna.

The Tauranga Harbour provides wide vistas, viewshafts, kai moana gathering, fishing and recreational activities on the water.

The Te Puna and Minden areas were traditionally rural areas with limited amenities. As Tauranga has grown, the outlying suburbs have come closer to these areas. With this growth, Te Puna and Minden have seen an increase in commercial and industrial amenities along with the subdivision of farms into lifestyle blocks under the previous District Plan rules. Opportunities for rural lifestyle subdivision still exist but were shifted from the Rural Zone into more suitable areas through the adoption of Lifestyle Zones (in particular the Minden Lifestyle Zone) via the District Plan First Review. Refer to Section 7 - Housing and Land for further information.

To the northwest, Ōmokoroa has also seen an increase in growth from a predominantly rural area and harbourside holiday destination with baches and a local school to a Priority Development Area for urban growth as part of SmartGrowth Future Development Strategy (as discussed in Section 2 - Strategic and Regulatory Framework). This land use shift and the expanding settlements of Ōmokoroa and Tauranga continues to place pressure on the rural character of Te Puna and Minden. The 'rural feel' is often spoken about and held in high regard when the local community describes Te Puna and Minden.[16]

15 A geographical boundary derived from Stats NZ and originally created in 2018. Stats NZ

16 Annual Plan, SmartGrowth Submissions, Te Puna Community Plan and Long Term Plan.



Boat access at Waitui Reserve, Te Puna.

Although Te Puna and Minden abut, they are divided by SH2 and are distinct from one another in regard to topography and servicing facilities. The Te Puna village is located at the intersection of SH2 and Te Puna Road and is a mix of commercial and retail activity including a mix of commercial uses such as Farmlands, Te Puna Early Learning Centre, Te Puna Doctors, a pharmacy, a dentist, a chiropractor, and some small retail offerings. A popular attraction in the area is the Te Puna Quarry Park which is a vast rock garden covering 32 hectares incorporating walking tracks, waterways and art. From the higher points, there are coastal views extending from the Coromandel to the eastern Bay. The Minden lookout is another attraction in the area that overlooks Te Puna and is a popular spot to view the Western Bay and Tauranga coastlines.[17]

The lookout is currently being upgraded. See Section 11 - Social Infrastructure for further information.

The northern corridor (SH2) runs from Tauranga city, through the Te Puna and Minden area and north towards Katikati and beyond. This arterial route connects the District to the Coromandel region and Auckland. This route is often congested in the morning and evening commute times and is considered dangerous by many local people.[18] Waka Kotahi is in the first stage of constructing the Takitumu North Link (TNL) which will support and improve the northern corridor, bypassing the Te Puna Village making the current SH2 a local road. Refer to Section 9 - Transportation for further information.

17 Te Puna Community Plan 2017

18 Te Puna Community Plan 2017 (page 6)

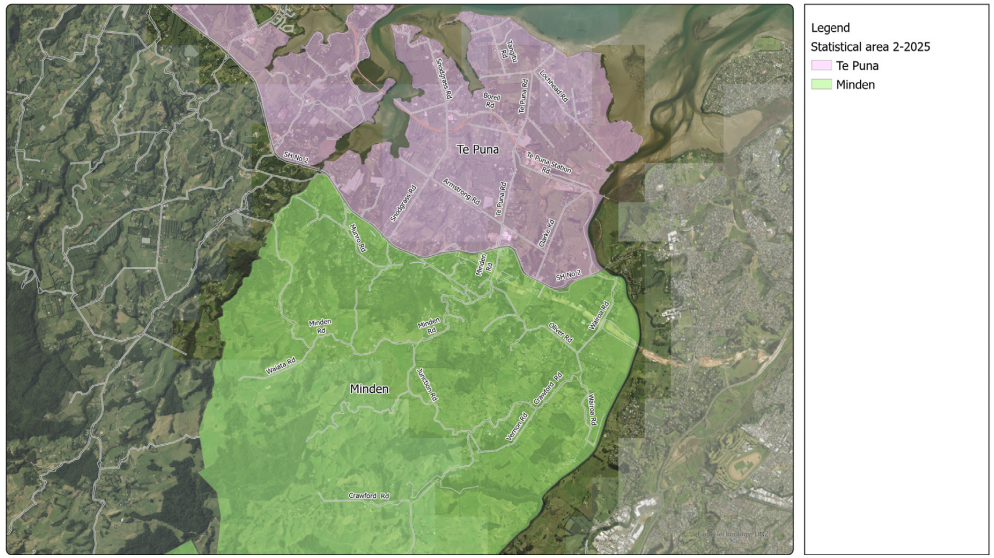


Figure 4: Statistical SA2 areas.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.



The view from Minden Lookout.



Low tide at Waitui Reserve, Te Puna.

People and Community

Te Puna translates to 'the spring' or 'the source' and Minden was most likely derived from an English or German surname.[19] The community is located between the Tauranga suburbs to the east and northeast and the Ōmokoroa township to the northwest. Te Puna and Minden have historically been rural areas which is still relevant today as much of the area is zoned rural. Much of the community identity reflects these rural roots and strongly holds onto the rural nature when speaking of future development plans.[20] Many of the residents travel outside the area for work and schooling daily.

In recent years the development of Te Puna village (located at the Minden roundabout on SH2) has created a hub for locals and a small service area for commuters travelling. Although it has, for the most part, medically themed stores, it still has a strong focus on community with the café and Farmlands located across the road and Te Puna Hall located behind the Four Square and BP. The Te Puna Hall is a community facility that is used for many community events.

19 Western Bay Libraries

20 Te Puna Community Plan 2017



Community Expo in Te Puna, 2025.



Nourish Cafe - a popular coffee spot for locals to meet.

Population Growth and Diversity

Age Groups and Ethnicity

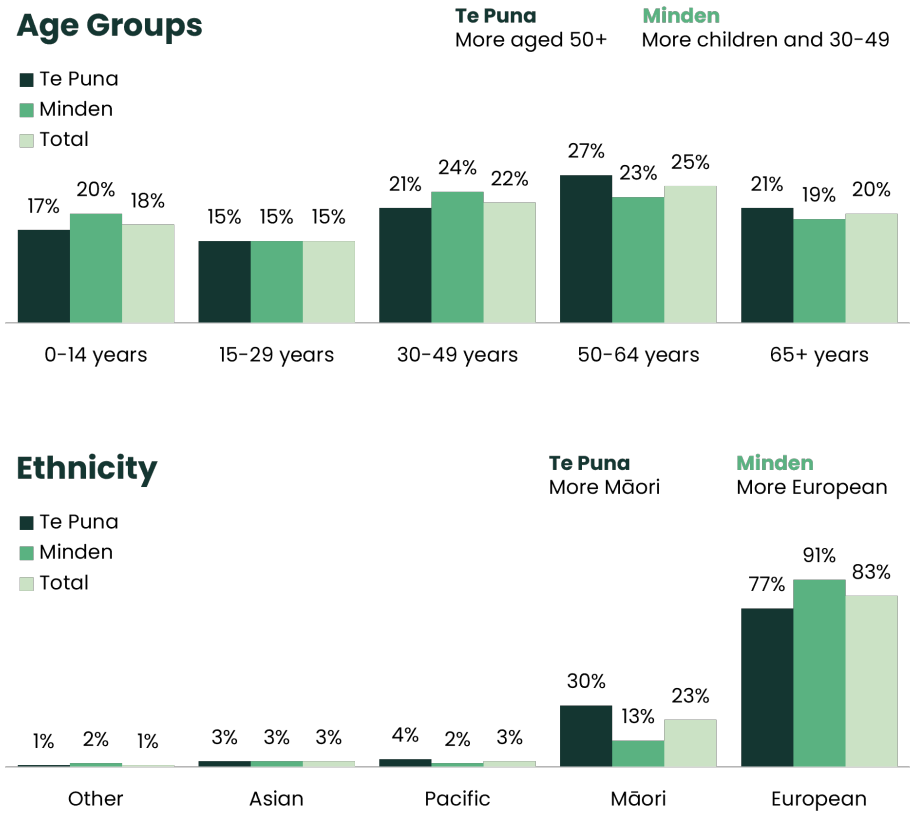
As at Census 2023, population for both the Te Puna and Minden areas was 5,391 people – Te Puna with 3,024 and Minden with 2,367 people. In the 5 years between 2018 and 2023, Te Puna population grew by 3% and Minden grew by 11%, having slowed from high growth rates of 13% and 23% respectively in the previous 5 years to 2018.

Te Puna's population is steadily ageing with the median age having risen from 46 to 48 years in a 10-year period (2013-2023). Minden on the other hand is becoming younger, changing from a median age of 47 to 44 years in the same 10-year period. One reason for this shift is that younger families are moving out to the Minden Lifestyle Zone as their families are becoming larger and more space is sought.

In 2023, over 65-year-olds have risen to 20% of the Te Puna and Minden population – 3% above the national average and reflecting national trends of an ageing population. Te Puna is slightly older with 21% aged over 65, while Minden has 19% aged over 65. The ageing population can be explained by the combination of people living longer, coupled with reduced birth rates.[21] Minden shows a younger age profile, with more children aged 0-14 years, and more adults aged 30-49 years, representing the higher number of families in the area.

Of people aged 15+, 67% were employed full or part time in the labour force in 2023, higher than 62% for the District and 65% nationally. Combined median personal income has increased by $7,750 or 21% to $45,150, which is higher than $37,700 for the District and $41,500 nationally. Minden's median personal income is higher at $47,800 than Te Puna at $42,500.

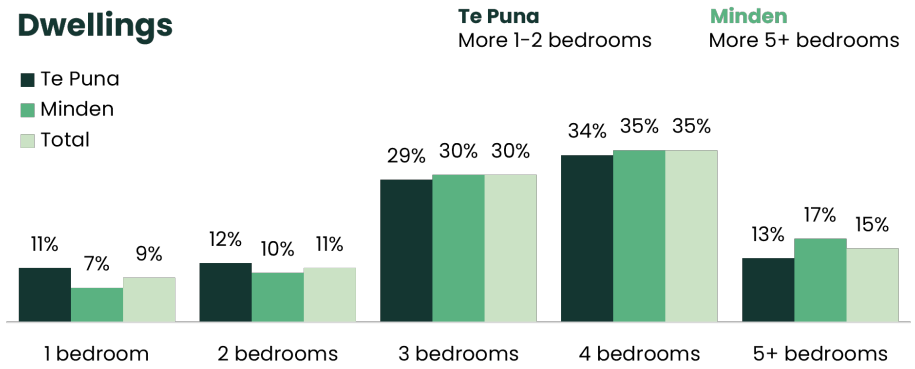
Ethnic composition of Te Puna and Minden is predominantly European at 83% and Māori at 23% (adds to >100%). European is particularly higher in Minden at 91%, compared to Te Puna at 77%. Te Puna has a higher Māori population of 30% and Minden a much lower Māori population of 13%. As Te Puna is the wā kāinga (true home/home base) for Pirirākau, a larger Māori population is expected. Other ethnicities represented in these areas are low and include Asian at 3% and Pacific at 3%.



21 HUD - The long term implications of our ageing population for our housing and urban futures and Stats NZ - Women giving birth are older than ever recorded

Dwellings

Total number of dwellings for Te Puna and Minden in 2023 was 2,052 with 1,164 in Te Puna and 888 in Minden, having grown by 7% and 14% respectively in the 5 years prior. While dwelling sizes are largely consistent across both areas, Te Puna has more smaller dwellings (1 and 2 bedroom homes), while Minden has more larger homes (5+ bedrooms). This is consistent with larger homes often being built in Rural and Lifestyle Zones.



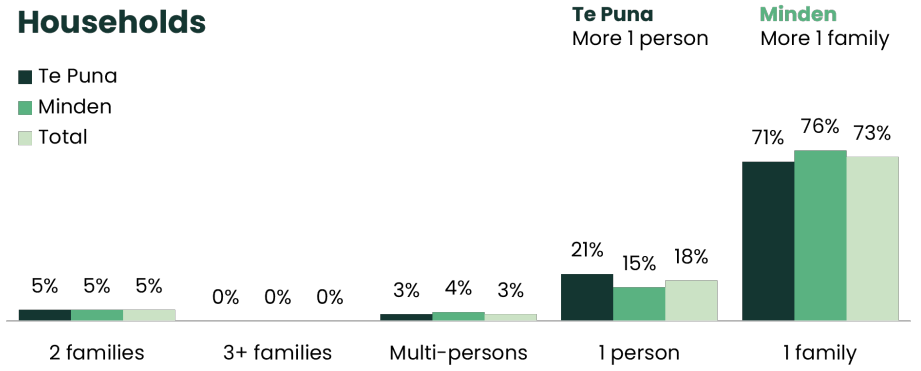
Households and Families

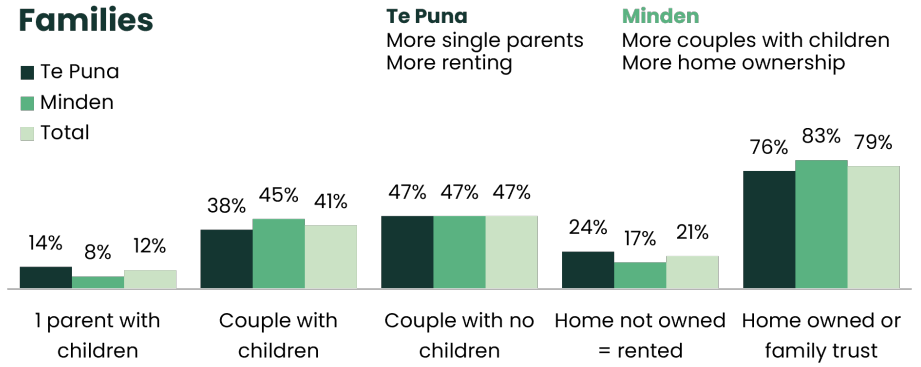
Regarding household composition, both areas have the same proportion of dwellings for two families, and multi-person households (flatting). The majority of households are for one family, at 73% of dwellings, slightly higher for Minden at 76% and lower for Te Puna at 71%. This difference is also reflected in the number of 1-person households, where Te Puna has 21% and Minden only 15%. People who are in a couple (partnered) in the area have declined significantly by 10% from 2018-2023. This may partially be explained by the ageing population and that women live longer than men.[22]

While both areas have the same proportion of couples with no children at 47%, Minden has more households composed of couples with children at 45%, and less single parents with children at only 8%, which is also reflected in higher home ownership at 83%. Te Puna has less couples with children at 38%, and more single parents with children than Minden at 14%, more rented households at 24%, and home ownership of 76%. Home ownership is 76% for the District, slightly lower than Te Puna and Minden combined, while nationally, home ownership is lower at 66%.

Median household income increased by $16,400 or 17% to $111,950, considerably higher than $88,600 for the District and $97,000 nationally. Minden has significantly higher household income of $122,700 compared to Te Puna's household income of $101,200.

NZDep2023 is a socioeconomic deprivation index across eight dimensions: communication, income, employment, qualifications, home ownership, support, living space and dwelling condition. A decile is calculated for each statistical area, and the higher the deprivation decile, the more socioeconomically deprived the area. NZDep2023 also reflects the income differences above, with Te Puna having a rating of 5, midway on the index, whereas Minden deprivation is very low with a rating of 2 on the index (where 1 is lowest deprivation and 10 is highest deprivation).





22 Stats NZ - Births and Deaths

Community Plans

The first Te Puna Community Plan was released in 2007[23] and represents the community's vision and aspirations for the future of the Te Puna and Minden area. The Plan is not a technical document and instead has the purpose of recording community wishes for the assistance of Council's decision making. The plan came together through two facilitated workshops where 150 residents contributed their ideas for the future. A working party then captured these ideas, prepared a draft plan and circulated this to the Te Puna community to receive submissions and further feedback.

The plan focuses on high-level outcomes, which are structured around the following key elements:

- Strong community planning process.
- Orderly land use plan.
- Local work opportunities provided.
- Commercial/retail expansion limited.
- Infrastructure and connectivity improved.
- Enhance community character.
- Effective environmental stewardship.

These elements were developed to reflect the community's diverse population with widely different aspirations. One of the most contentious issues raised during consultation was future subdivision and development, where views varied and were strongly held. Acknowledging these differing perspectives, the plan provides clear context that the community seeks to preserve the area's rural character. Where subdivision and development are considered, it should only occur in ways that do not compromise this rural character.

In 2017, a new Te Puna Community Plan was released.[24]

It was led by local initiatives promoting an update to the 2007 Community Plan and is supported by Council. The purpose of this Community Plan is to offer the people of Te Puna:

- An insight into the community aspirations and a roadmap as to how they may be achieved.
- An opportunity to test the concept and the framework for identifying, maintaining and protecting the area's 'rural character' from a community perspective.
- A guide to developing a strong community and to identify significant dates and events for the next 10 years.
- The basis for ongoing relationships and co-created projects.

This 10 year plan draws heavily on information gathered from numerous community engagements, on existing reports and research and the Pirirākau Hapū Management Plan (PHMP). Elsewhere the plan is based on local perception which allows the plan to identify and prioritise actions which are advocated for by the community.

The adoption of the PHMP during the plan's development provided deeper cultural context and enabled insight into the aspirations of the hapū as Tangata Whenua. These cultural values were aligned with and incorporated into the Community Plan, helping to shape outcomes that reflect both the wider community and the local environment.

23 Te Puna Community Plan 2007

24 Te Puna Community Plan 2017



Te Puna Quarry Park is maintained by a dedicated group of volunteers.



Housing and Land

Housing supply

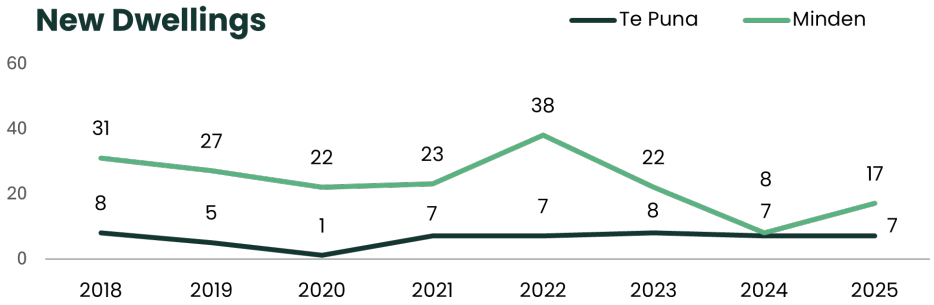
In the private housing market space in the 8 years to June 2025, 238 new dwellings were built, and 148 new lots were created in Te Puna and Minden. The majority of these were in the Minden Lifestyle Zone, with a lower level of development in Te Puna and Minden Rural.

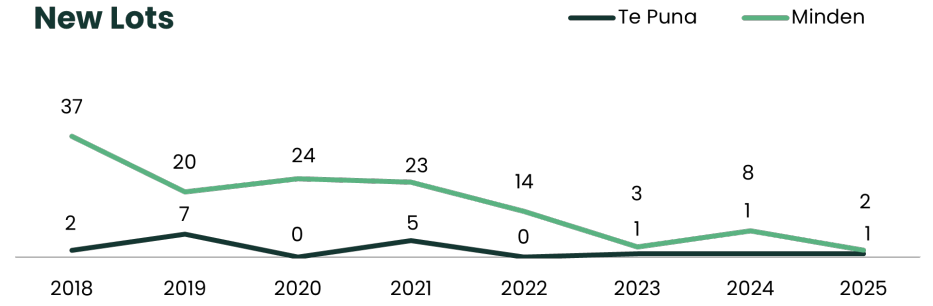
Te Puna and Minden have a reputation of large houses with vast property sizes. This can often be true, but like any community, there are variations in affluence and the size of the house and property.

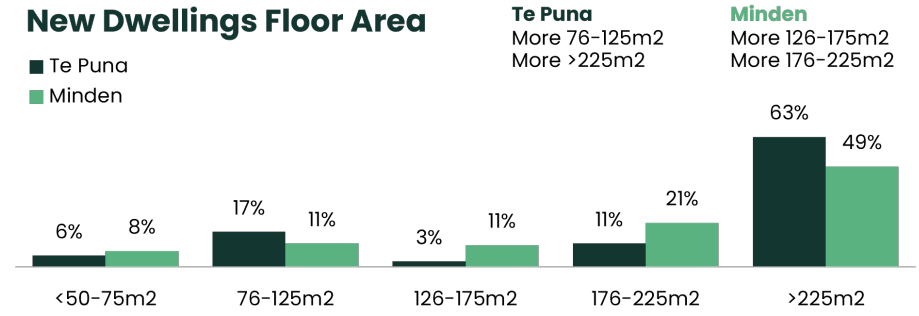
Of new dwellings consented in the 7 years to June 2024, the majority were larger houses of over 225m^2. Almost two thirds or 63% of new houses in Te Puna were this size, followed by smaller houses of 76-125m^2 at 17%, and second-largest houses of 176-225m^2 at 11%. In Minden around half or 49% were the largest size of >225m^2, followed by the next size down of 176-225m^2 at 21%, totalling 70%. Otherwise, 30% of new builds in Minden were 174m^2 or less. These dwelling sizes fit with the demographic profile of the area, with a mix of larger households for one family, and smaller households for a couple without children, or one person.

Rental property numbers are higher in Te Puna at 24%, while Minden rental properties are 17% of households. Weekly rental prices also differ, with Te Puna's average rent being $602 per week and Minden's average rent being $615 per week. Median sale price in June 2025 was $1,361,771 for Te Puna and $984,750 for Minden.

Given these areas' proximity to Tauranga City, Te Puna and Minden are closely associated with the Tauranga housing and labour market. In Kaimai Ward, which Te Puna and Minden are part of, 33% of residents work in Tauranga City.







Housing Gaps

The homes and communities we live in are the foundation of our wellbeing. All New Zealanders deserve to live in a safe, warm, dry home that they can afford. Aotearoa New Zealand faces complex housing and urban development challenges that have grown over generations.

Every community has their own housing and urban development challenges and opportunities and a 'one size fits all' approach will not work to address them. This is because every place is unique with different characteristics including challenges or problems arising from local history, culture and heritage, geography, economy and resources. Taking a deliberate, place-based approach means ensuring we understand the different challenges and opportunities facing each place, what is driving housing and urban outcomes in places, and that we respond accordingly.[25]

Council adopted a Housing Action Plan in 2024 with the vision that all Western Bay of Plenty residents are well housed. This vision includes provision of homes that are affordable, accessible, secure, liveable and appropriate to life stages and differing needs. This is fundamental to the wellbeing of our communities. Housing is a complex system and a sustained commitment to local housing approaches. One that reflects our communities' specific needs is the best way forward.

Census 2023 and Household Economic Survey analysis has shown significant unmet housing need is evident and growing in scale in the district.[26]

Homelessness has increased[27] as 1,116 people were living in severe housing deprivation in the district in 2023. Living in uninhabitable housing and sharing accommodation were the most common forms. The prevalence is skewed towards people aged 30 years and over.[28]

In June 2024, there were 210 people on the social housing waitlist in the district, (up from 96 people in 2020), and is likely an under count of social housing need. Women, 65% of applicants, outnumber men on the register, probably reflecting the growing number of single-parent households headed by women. New provision of social housing is unlikely until June 2027 as Government funding is capped and funded places allocated.[29]

House prices have doubled relative to household incomes between 1996 and 2023. Over the same time period, rents as a ratio of household incomes have increased between 9-10 percentage points. These ratios indicate a significant deterioration in housing affordability. Households able to affordably pay their rent but unable to affordably buy a dwelling at the lower quartile house price increased significantly between 2019 and 2023 in WBOPDC.[30]

Groups in the district particularly vulnerable to housing stress and insecurity are:[31]

- Children and young people living in rental housing.
- Older people with a mortgage, or living in rentals.
- One-parent and one-person households that are renting or are owner-occupiers with a mortgage. As they only have one income for the household, this can affect their ability to enter owner-occupation and to afford rents in the private rental market. One-parent households are more likely to live in not owned dwellings.
- Māori and Pacific households, especially the latter, tend to depend on rental housing.

What is known as the intermediate housing market (IHM) has increased. This is "private renter households with at least one person in paid employment, unable to affordably purchase a house at the lower quartile house sale price for the local authority area at standard bank lending conditions." This cohort puts pressure on the rental market from households unable to afford to purchase housing. The proportion of households in IHM in WBOPDC increased by 181% between 1991 and 2022. In 2022 WBOPDC had 13% of households in the IHM.[32]

25 Government Policy Statement on Housing and Urban Development 2021

26 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

27 StatsNZ use the definition of severe housing deprivation to measure and describe homelessness

28 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

29 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

30 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

31 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

32 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

It is important to understand the housing that Te Puna and Minden communities need, and how the current housing supply meets or does not meet those needs. A useful way to consider housing needs is to look at housing provision across the entire housing continuum (see Figure 5) from social housing to private market ownership in conjunction with a local community's population attributes and the current housing supply.

The aim is to have a well-functioning housing market that meets the variety of a community's housing needs and that supports people to move across the housing continuum, from less secure tenure to increasingly secure tenure, e.g. ideally from emergency housing to social housing or renting or say from renting to home ownership.

Research has consistently shown significant individual and community benefits when people have security of tenure in their housing.

There is no Council or government agency provided emergency housing, transitional housing, social or community housing in the Te Puna and Minden areas, nor are there assisted rental or assisted home ownership schemes.

Land Use and Intensification

Much of Te Puna's existing population is from the establishment of housing in its rural areas for farming, lifestyle living and also papakāinga development. There are limited opportunities in the District Plan for providing further housing in the rural zone.



Figure 5: Housing continuum: aim is to provide a range of housing according to specific local community needs.

This is currently restricted to one minor dwelling per title in addition to the main dwelling and in some cases a further dwelling may be added, but only when essential for the management of land for productive purposes. However, this is for larger farms. Further lifestyle subdivision and development in Te Puna is not provided for. There are some existing papakāinga developments in areas of whenua Māori, however, the development of such land has far from reached its full potential in Te Puna. The Government is currently working on a national environmental standard which would further enable this type of development and allow Tangata Whenua to better meet their aspirations.

Te Puna also has a single existing residential zone at the end of Snodgrass Road adjoining the Tauranga Harbour. This is a historical settlement which has long been established. There is no potential for further growth in this area due to servicing constraints.

For the Minden, its housing is largely provided for through a lifestyle zone. There are three Lifestyle Zones in the District: Te Puke Lifestyle Zone, Katikati Lifestyle Zone and Minden Lifestyle Zone. These were created through the District Plan First Review as Council was concerned about the fragmentation and loss of productive land in the rural zone as a result of subdivision and additional dwellings for non-rural purposes e.g. lifestyle. The new lifestyle zones were established to maintain the rural land resource and highly productive land for farming whilst meeting the demand for rural lifestyle living in more appropriate locations close to existing urban settlements and with views.

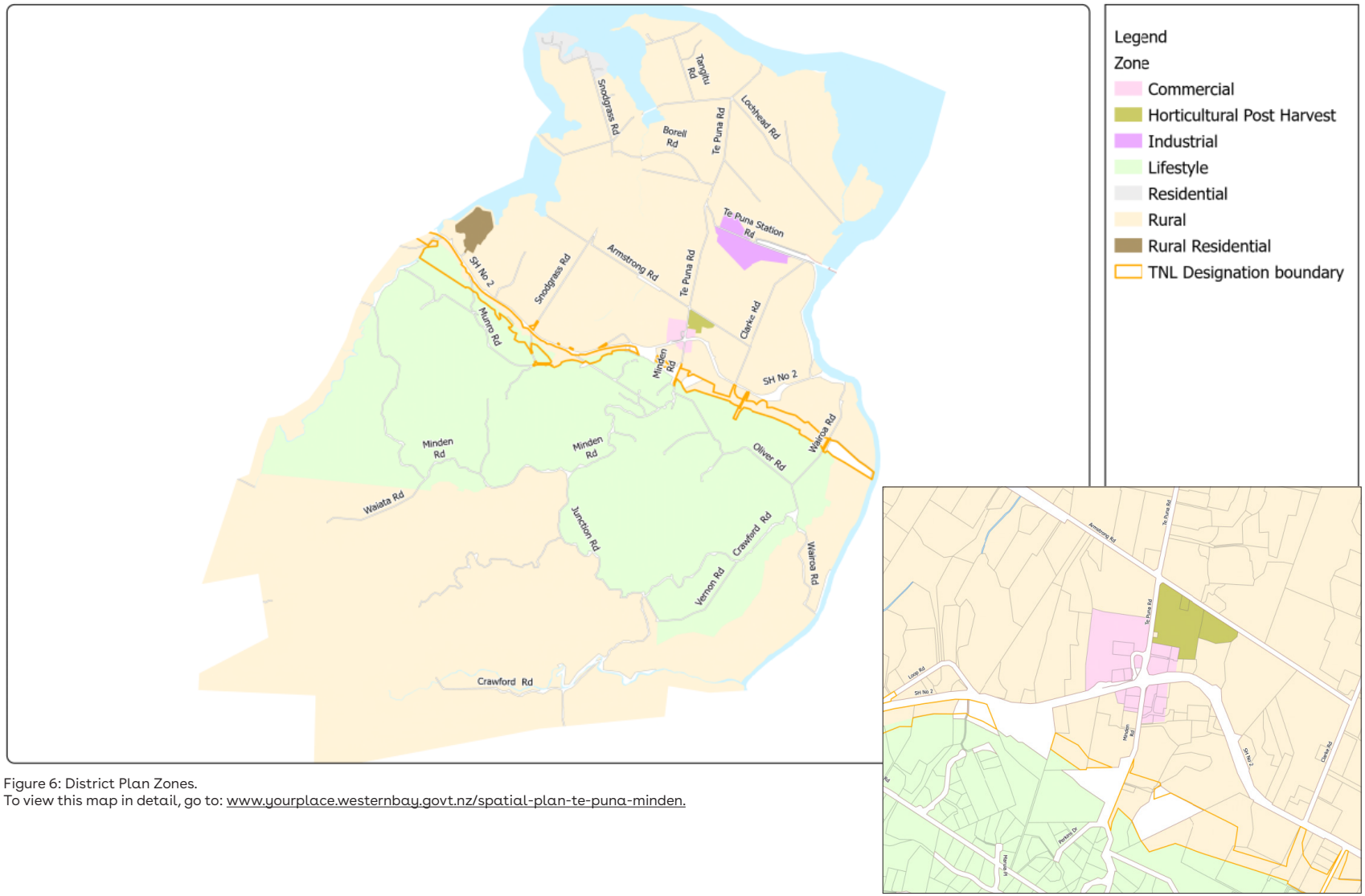


Figure 6: District Plan Zones.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Minden Lifestyle Zone was introduced through the District Plan Review while Variation 1 to the District Plan Review added a Structure Plan and the rules needed to enable subdivision and development in the zone. The Lifestyle Zone is approximately 1,700 hectares and plans subdivision and development in four different catchments over a 40-year period (from 2012). This has provided the opportunity for subdivision and lifestyle living, close to Tauranga, with good views and planned 'green lanes – wide enough for walking and cycling.[33] Although a 40-year period was initially anticipated for subdividing and developing the zone, the actual uptake for creating new lots suggests that this is more likely to be completed in 20-30 years.

At the time of creating the Minden Lifestyle Zone, there were concerns from NZTA/Waka Kotahi about the safety/capacity of the zone's intersections with SH2. Traffic modelling was carried out to identify how many new lots each intersection could accommodate before such issues would arise. For the purposes of limiting the number of new lots created, the Minden Lifestyle Zone was divided into four traffic catchments being 1A, 1B, 1C and 2 (see Figure 7) with a certain number of new lots allocated to each catchment until which time intersection upgrades or other solutions e.g. the TNL would allow more. All four catchments have now reached their allocation of new lots. However, the intersection issues will be resolved when the TNL is completed. This will allow Council, where possible, to enable the remaining subdivision opportunities.

The Minden Lifestyle Zone is therefore now dependent on the completion of Stage 1 and Stage 2 of the TNL for future development in this area. Stage 1 is nearing completion in 2028, with Stage 2 optimistically being 'construction ready' also in late 2027.

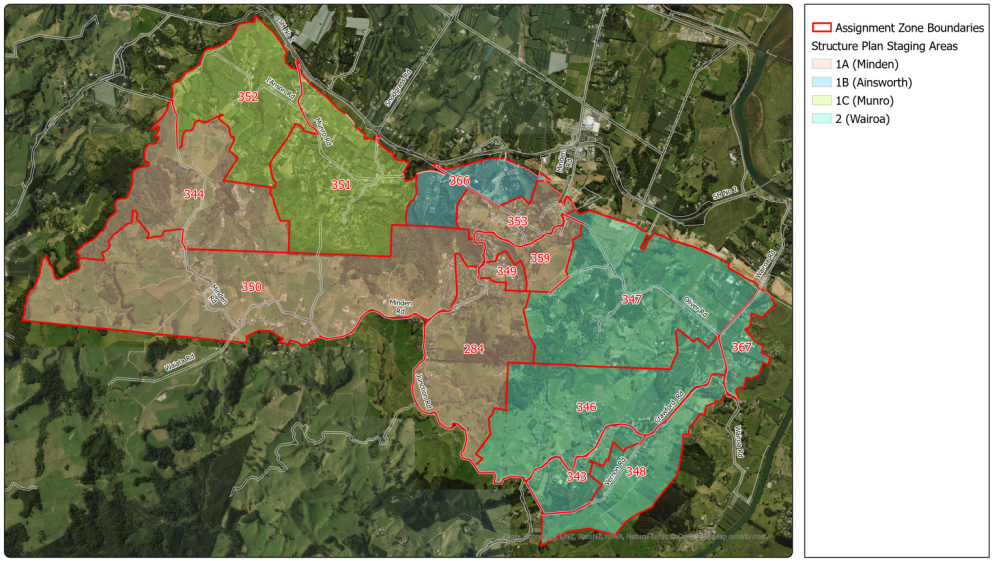


Figure 7: Minden Assignment Zones and Structure Plan Staging Areas.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

NZTA have lodged a fast-track application for TNL Stage 2 which extends the footprint to secure the additional land needed to deliver the project and manage other aspects such as stormwater, natural hazards, earthworks and space for construction access / workers.

There is no official definition for 'construction ready' however, Council takes this as being all land designation and procurement issues resolved, and the expressway designs approved such that NZTA/Waka Kotahi can invite tenders or even award the construction contracts. In other words, works can begin. Although NZTA/Waka Kotahi is not advising a completion date for stage 2, Council would conservatively estimate a 5 to 10 year build period from the (optimistic) late 2027 estimate for construction to begin.

When the Minden Lifestyle Zone was created in 2012, an estimated lot count was undertaken to understand the full potential of the zone. This revealed a total of approximately 1,000 lots would be possible based on the minimum/average lot size rules and the suitability of land.

This included approximately 500 existing lots, 256 new lots which could be created under the District Plan rules while there were still safety/capacity issues with intersections, and approximately 250 further lots that could be created once these intersection issues are resolved. The Minden Lifestyle Zone therefore has approximately 250 lots left to be applied for and consented, however enabling this is dependent on the completion of Stages 1 and 2 of the TNL with Stage 1 unlocking the majority of the extra lots.

33 Minden Structure Plan - Section 32, RMA Evaluation

Infrastructure

The provision of bulk infrastructure is essential for supporting our existing communities and their future growth. Council is responsible for the construction and maintenance of stormwater, wastewater, water supply, local roading and walkway/cycleway infrastructure. Our communities also rely on other parties to provide essential services such as power, telecommunications and state highways. This section of the report gives an overview of the bulk infrastructure in the spatial plan area for three waters, power and telecommunication. See Section 9 – Transportation for state highways, local roading and walkways/cycleways.

Stormwater

Council has a significant number of stormwater culverts beneath rural roads within the District, with Te Puna and Minden being no exception. These culverts are designed to direct stormwater from roadside drains into gully systems or onto private farmland. For property development in rural areas, stormwater is usually disposed of on site. This generally works well as the landscape and large property sizes can accommodate and disperse the run-off and mitigate effects prior to entering third party property. This is the case for the Rural Zone in both Te Puna and Minden areas.

However, there are two matters of concern for stormwater in Te Puna and Minden areas. Firstly, the impacts of climate change, and secondly the impacts of increased development. Being rural with gentle topography, stormwater management in Te Puna is relatively straight forward and the landscape can easily accommodate small increases in flow such as that generated by roofs and hardstand areas, provided some thought is put into managing downstream effects.

However, intensification including lifestyle zoning or urbanisation will increase stormwater run-off flows which will need to be managed for both water quality and quantity so that downstream effects are mitigated. Public systems often require substantial and expensive attenuation and treatment infrastructure. These are the same challenges already faced by existing lifestyle and urban areas. Both of these will impact the ongoing capacity for stormwater to be absorbed and managed by the landform. The management of discharges will be particularly relevant for future development within the Minden Lifestyle Zone given the higher density areas.

Historically many privately owned but 'ad-hoc' systems have been installed to mitigate these discharges. Some of these systems have caused issues for downstream properties.

The Minden Lifestyle Zone does not have a stormwater component, and the Structure Plan does not have any recognised public stormwater reticulation.

The result is that for developments, stormwater is privately managed with varying success regarding properly integrated and logical systems.
The typical outcome is that lifestyle or other developments that increase density and run-off rely on private on-site stormwater management and maintenance, noting that ultimately all stormwater is discharged off site either directly to 'public' waterways, the sea, or in many cases across third party private properties (properties not involved with the development).

District Plan rules allow for developments to be privately or publicly reticulated. As outlined above, aside from the systems dedicated to the roads, most other stormwater management in the Te Puna and Minden areas are privately managed. Private systems can result in ongoing maintenance issues. The long-term maintenance of different systems in an intensified development is not often wanted or undertaken by lay people who usually do not have the skills to undertake maintenance tasks. To complicate matters, third party land can become involved when practical and safe discharge locations are required.

The construction of impervious surfaces such as roofs, concrete driveways and paved roads markedly increases the stormwater run-off to the receiving environment, as the discharge is often concentrated to one location and there are no 'spreading' or soakage components.

This discharge then adds to the impact of naturally high flows from storm events, exacerbating detrimental downstream effects.

Stormwater attenuation is a method of lowering the impact of man-made discharge by retaining specified volumes of water and releasing that volume slowly over time. This is usually achieved at a community scale by ponds, or an individual property scale by storage tanks. Both ponds and tanks have a controlled outlet to significantly reduce the outward flows than would occur otherwise.

BOPRC requires stormwater attenuation to 80% of pre-development levels, which can result in attenuation ponds or dams that are once again, privately owned and maintained, often by multiple landowners who share these systems. Getting multiple owners agreeing to maintenance regimes and costs is difficult, creating a risk of failure and potentially damaging downstream effects over time. For our urban areas, Council holds long term 'comprehensive' stormwater discharge consents approved by the Regional Council. These allow for the increased stormwater discharge from urban growth over time and come with conditions imposed by the Regional Council for aspects such as volume and water quality. Council does not hold comprehensive stormwater discharge consents with the Regional Council for either Minden or Te Puna.

Wastewater

Ōmokoroa's wastewater conveyance pipeline runs through the Te Puna and Minden areas to Tauranga City. By arrangement, Tauranga City manages and treats this wastewater discharge coming from Ōmokoroa. In more recent years, Council has been able to utilise this pipeline and provide a pressurised reticulation system for the Residential Zone at the end of Snodgrass and Wallace roads (Te Puna West), and the Commercial Zone located at the Minden and Te Puna Road roundabout.

Environmental concerns have been a key driver for these schemes, primarily through requirements and conversations with the Regional Council.

The balance of this conveyance line is not available for more connections from existing properties nor for future development. It can only serve a limited number of dwellings or businesses. Council has a contract with TCC to receive our wastewater, and this is limited to a capped discharge volume. Council is working with TCC to enable the projected population at Ōmokoroa to be serviced by this conveyance line, with the knowledge that this will be the maximum capacity of this line. Further development in the Te Puna and Minden areas may require a new solution for wastewater disposal depending on the development intensity, with on-site disposal remaining an option to consider.

Many homes within the Rural and Lifestyle Zones in the Te Puna and Minden areas are not reticulated for wastewater.

Wastewater is generally managed by property owners via on-site septic systems as the property sizes provide space for these systems.

Regional Council requirements for modern, effective and environmentally sustainable on-site wastewater disposal systems have been operative since the inception of the Minden Lifestyle Zone. This has resulted in good wastewater management at an individual property scale, with an added benefit of no maintenance liability to Council.

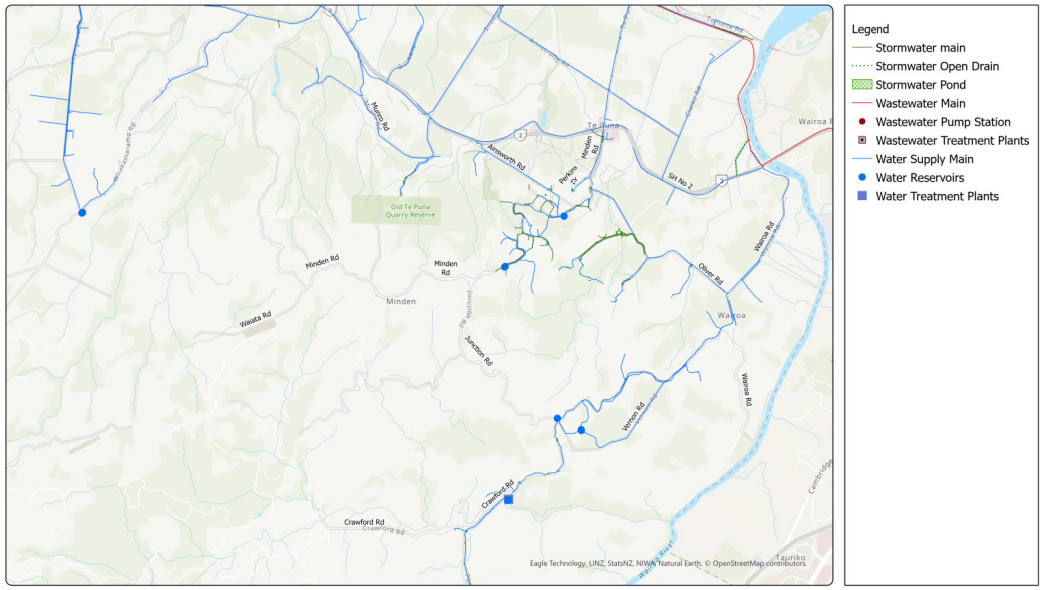


Figure 8: Three Waters Infrastructure - Minden.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Water Supply

The district is divided into 3 water supply 'zones' – Western, Central and Eastern. Te Puna and Minden are located in the Central zone.

All of Te Puna and in addition, the lower parts of Minden, are reticulated for water supply up to the 60m elevation. Council would need to invest significantly to extend the network above this elevation, which is currently not feasible.

Although the water supply for Te Puna and Minden is continually improving, due to the terrain, it is not to an urban standard of firefighting level of supply and it would be unrealistic to expect that this would change going forward. Although there are numerous fire hydrants located throughout these two systems, the hydrants only serve as filling points for rural fire fighting vehicles.

The water supply reticulation is fed from two 'raw water' bores, two associated water treatment plants, and comprises various pumps, reservoirs, booster pumps, and the usual pipe network and valving. The bores offer a level of security as they are less susceptible to hazards such as volcanic ash fall and surface contamination.

The two treatment plants are in Crawford Road and Youngson Road noting that the Youngson Road plant is outside of the study areas.

Many of the reticulation lines near the ends of the networks scale down in size to an internal diameter of 50mm. This diameter is an inadequate size to supply the number of homes and businesses with an acceptable level of continuous flow and pressure.

To mitigate this, Council restricts the individual property supplies through several methods supported with by-laws to:

- Require on-site storage (albeit filled by Council's system).
- Require private booster pumps from the storage tanks to the dwellings.
- Require flow restrictors at the point of supply.

Council has a regular upgrade programme in place. This involves (in addition to other items of work) pipe capacity upgrades, replacing and installing old pipework and upgrading booster pumps.

These tasks are put in place to maintain the current ageing system so that it is at an acceptable operational level of service, rather than increasing the system extents above the 60m elevation (for example), as this would take substantial planning and financial efforts to put in place.

Local Water Done Well

Council has approved the Water Services Delivery Plan (WSDP) that confirms the pathway toward establishing a joint Water Organisation with Tauranga City Council, to deliver drinking water, wastewater and stormwater services from 1 July 2027. There is a due diligence process to be undertaken, following which both councils will decide whether to proceed with the establishment of the new organisation. The Water Organisation would develop a Water Services Strategy which would set out the proposed infrastructure and investment plans.

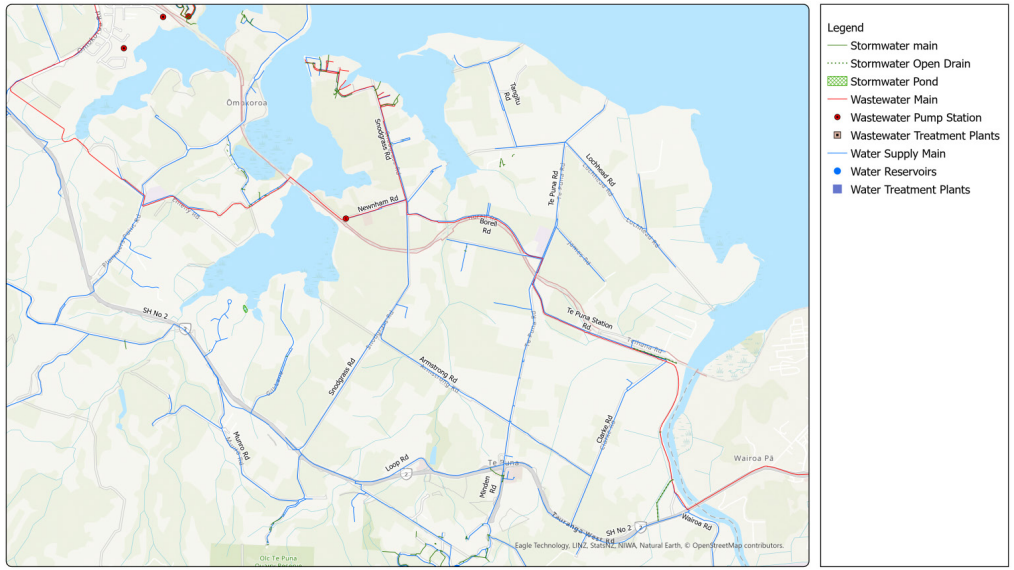


Figure 9: Three Waters Infrastructure - Te Puna.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Power Supply

Transpower own and operate the national electricity grid. Powerco is our local electricity distribution company. Both of these entities are aware of the ever-increasing loads on their networks and are actively pursuing large investment solutions. WBOPDC, TCC and BOPRC work closely with Transpower and Powerco to ensure acceptable solutions for all. The resilience of the power network is a high priority for all stakeholders.

The power supply network in the District is under strain from rapid property development (specifically over the past 20 years), and more recently the considerable uptake in electric vehicles. In June 2024, Transpower approached Council, TCC and BOPRC to jointly work on the 'Western Bay of Plenty Development Plan' to shortlist network upgrade options. The region's two development corridors – the western and eastern corridors, both need attention.

Council will continue to work alongside Transpower and major stakeholders to assist in realising this project outcome.

Telecommunications

Telecommunications are a moving goalpost as technology continues to rapidly evolve. This means that our communities can rely on a robust network with many options and flexibilities to consider. Having all our communities with access to high-speed data transfer can only benefit.

Te Puna and Minden are, for the most part, well served by a mixture of the old copper network, newer fibre networks and a variety of wireless options such as 'Starlink'. The old copper network is being retired, and the fibre network is steadily being extended into the rural areas. Although, with the advent of modern wireless technology, the need to have a fibre cable is reducing.

Chorus and other providers are responding to the wireless technology with a counteroffer for their customers. A programme of promoting 'open access fibre networks' which will aid in 'digital equity' is being rolled out. This programme is designed to connect digitally excluded households with fibre at an affordable price point.

Chorus has contacted Council for feedback on the 'open access' and 'digital equity' topics. Through this process Council has noted that although we have been requiring fibre to be installed in residential developments for several years, Council has no requirement for the systems to be 'open access'. Building this requirement into the District Plan/planning framework will be considered in the future.

Council has been actively supporting rural and lifestyle property developers in their wireless proposals using the mechanism of consent notices. These consent notices inform prospective buyers that this is the only mechanism available for high-speed data transfer. As the mechanism for 'open access' could be an option going forward, this is likely to change. It will be worth investigating the 'open access' option for further development in the Te Puna and Minden areas to provide options and competition for telecommunication in this area.

Cellphone signal coverage for these two areas is good except for land blocked by topographical features in the hillier locations.

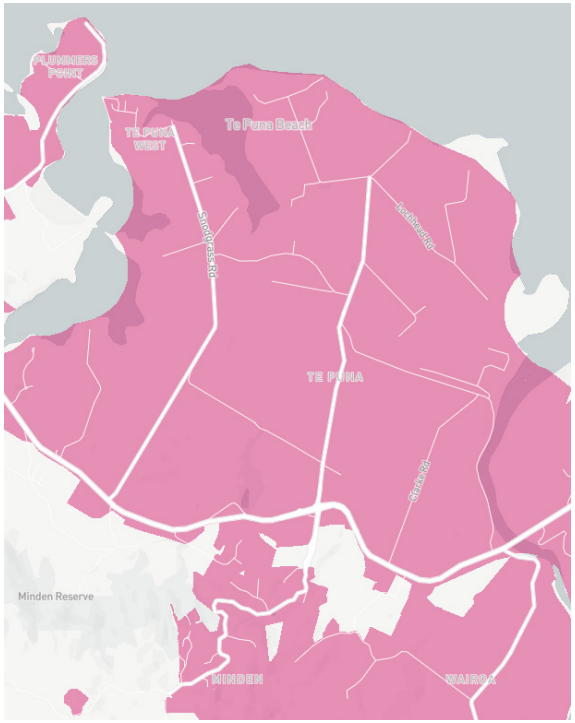


Figure 10: Broadband via fibre cable availability map.[34]

34 Chorus - Broadband availability

Transportation

National Land Transport Programme (NLTP)

The National Land Transport Programme (NLTP) contains the land transport activities that Waka Kotahi NZ Transport Agency anticipates funding over a three-year period. The NLTP 2023-2024 explains that *"Construction continued on Stage 1 of Takitimu North Link, a Road of National Significance. This new four-lane expressway and shared path will connect Tauranga and Te Puna, improving efficiency, safety access and making the network more resilient."*[35]

Roads of National Significance (RoNs)

The Roads of National Significance (RoNS) are a package of major transport projects that, once completed, will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Within the Bay of Plenty there are 3 identified RoNs projects. These are SH29 Tauriko West, Takitimu North Link Stage 1 and Takitimu North Link Stage 2. The TNL Stage 1 and 2 projects are described in more detail below.

Bay of Plenty Regional Land Transport Plan 2024-2034 (RLTP)

The Regional Land Transport Plan combines the thinking from all of the councils in the region into a single strategic document for land transport investment. The Plan is the mechanism for the region to seek central government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements.

It is a requirement under the Land Transport Management Act 2003. The TNL (Stages 1 and 2 are both referenced in this Plan, as well as Ōmokoroa to Te Puna safety improvements – safety improvements just north of Te Puna to address safety problems until TNL Stage 2 is implemented).[36]

Bay of Plenty Regional Public Transport Plan 2022-2032 (RPTP)

The Bay of Plenty Regional Public Transport Plan (RPTP) is the key statutory document for public transport planning and investment in the region. It guides the design and delivery of public transport services, information and infrastructure in the region. It has a 10+ year strategic view with a particular focus on the first three years. It looks at what the public transport system needs to achieve, how to get there and what public transport services are proposed. Te Puna is currently serviced by two bus routes (Ōmokoroa to Tauranga and Katikati to Tauranga). The bus stops are located near the Te Puna 4 Square.

Transport System Plan (TSP)

The TSP includes a shared transport vision for the next 30 years for Tauranga City and the Western Bay of Plenty District sub-region. It is a collaboration between TCC, BOPRC, WBOPDC, Waka Kotahi NZ Transport Agency, Tangata Whenua, Priority One, KiwiRail and Port of Tauranga.

The TSP has more than 80 chosen projects that will make it easier and safer for people to get to schools, jobs, healthcare and shops by all modes including walking, cycling or public transport, to easily connect within their local communities and to wāhi tapu. The Plan will also ensure freight and inter-regional links to be reliable, roads to be resilient from the effects of natural hazards and for lower emissions to help our environment.[37]

The TSP identifies priority activities to improve access to the norther growth areas in Ōmokoroa and Te Puna. It contains projects to support access to the Takitimu North Link expressway and improve safety and multimodal transport facilities along the existing State Highway 2. Relevant TSP priority activities include:

- SH2 revocation – Cameron Road to Loop Road.
- Takitimu North Link Stage 2 (Te Puna to Ōmokoroa), including managed lanes for priority modes.
- Park and ride sites northern corridor e.g., Ōmokoroa and Te Puna.
- Local road connections to the TNL and SH2.

35 National Land Transport Programme (NLTP) 2021-24

36 Bay of Plenty Regional Land Transport Plan 2024-34

37 Transport System Plan

The Takitimu North Link (TNL)

The TNL is a Waka Kotahi project that will provide a much needed efficient, reliable and safer route between Tauranga and Ōmokoroa – with the intension of eventually extending to Katikati. The four laned expressway will take pressure off the current State Highway, reduce the friction at intersections that connect with local roads, relieve the congestion occurring at Bethlehem and go some way to easing the congestion for commuters entering Tauranga from Ōmokoroa and the local western traffic catchments. Upon the completion of the TNL, the current SH2 between Tauranga and Ōmokoroa will revert to a local Council Road. This will transfer the decision-making to Council when considering future development.

The Government has elected to make TNL a toll road which is expected to retain a percentage of road users choosing not to pay a toll and continue to use the revocated local roading networks.

The TNL has been divided into two geographical project stages. Stage 1 is 6.8km, is located between Tauranga and Te Puna and is due for completion in 2028. Stage 2 is 8km, is an extension of Stage 1 and is located between Te Puna and Ōmokoroa. Stage 2 is currently in the planning phase with the target of being 'construction ready' by the end of 2027.[38] Allowing a 5-year construction period, would mean a tentative completion date of 2032.

The Stage 1 TNL construction milestones include:

- February 2025: The Cambridge Road overbridge completion. This now means that the entire length of the project is now accessible to construction vehicles.
- The Minden Road overbridge was completed in late 2024. This interchange is a collection of 4 bridges providing on and off ramps. Planting will complement the orchards on the western side and the gully on the east.

Wetland swales will treat stormwater coming off the bridge. Te Hakao stream is an area of cultural significance as it is an important tributary that links the mouth of the Wairoa River to Te Rangi tua nehe (Minden).

- Early to mid 2025, piling will begin at the 15th Avenue /SH2 bridge site.
- Late 2024/early 2025 progress on the Takitimu Drive/SH2 flyover bridge. This bridge is now 'out of the ground' and quite prominent with the superstructure visible and being immediately adjacent to Takitimu Drive.

38 NZTA/Waka Kotahi - Takitimu North Link



Peak hour traffic on State Highway 2 travelling over the Wairoa Bridge into Tauranga.

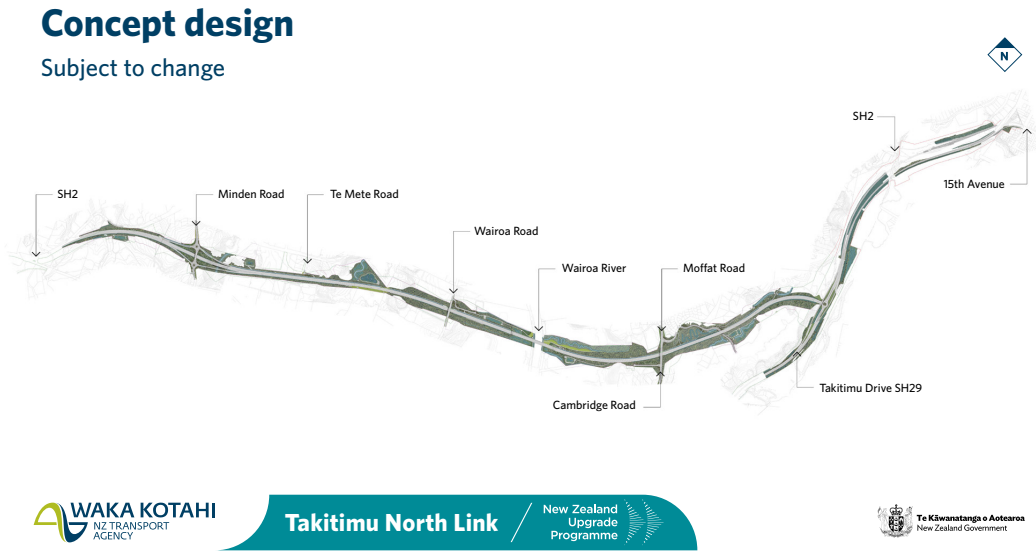


Figure 11: Takitimu North Link - Stage 1 Concept design map

The Stage 2 (Te Puna to Ōmokoroa) project is an extension of Stage 1 between Tauranga and Te Puna. It will include:

- A new 8km 4-lane highway with median and side barriers.
- Overbridge for local traffic at Plummers Point Road/Barrett Road.
- Overbridge for local traffic at Snodgrass Road/ Te Puna Quarry Road.
- Grade separated interchange at SH2/ Ōmokoroa Road.
- 4 million cubic metres of earthworks.
- 33 hectares of ecological restoration.
- Connection to the Takitimu North Link Stage 1 (currently in construction).
- Existing SH2 retained as a local road.

39 NZTA/Waka Kotahi - Takitimu North Link - Gallery



Tauranga North Link - Minden Interchange roundabouts - June 2025[39]

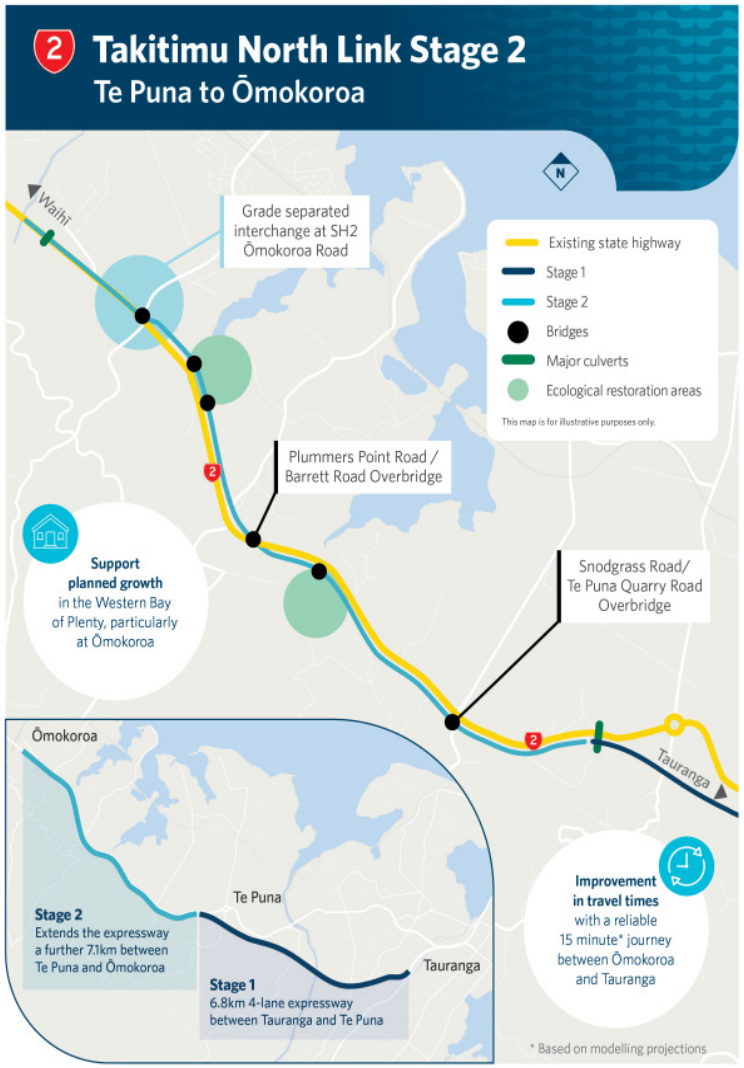


Figure 12: Takitimu North Link - Stage 2 Concept design map.

Te Puna's Local Road Network

Te Puna's local roading network is well connected internally, except for a few dissecting estuaries. Most roads are of adequate width as the gentler topography allows. The connectivity to the State Highway was vastly improved in 2017 with Waka Kotahi's installation of the Minden roundabout. There are nine other intersections that connect the State Highway within Te Puna, some of which are no exit roads.

Growth in the wider Te Puna area is limited by the District Plan rules that restrict subdivision in the Rural Zones. This in turn takes the pressure off local roads. The Te Puna local road network is in relatively good shape for the foreseeable future.

There are no structure plans within the District Plan in place for Te Puna except for the Te Puna business park located in Te Puna Station Road, and part of the Te Puna commercial zone, meaning there are no structure plan specific roading requirements for either developers or Council to undertake.

The works required by the District Plan in relation to the local roading network for the Te Puna business park are extensive, however, due to a lack of development at the park, none of these projects have been undertaken. Any proposals for development in the business park would need to consider the required local roading improvements through the resource consent process. The Te Puna Industrial Limited (TPIL) resource consent which has recently been granted (and which is subject to appeal) has a condition requiring that the applicant make safety improvements to the intersection of Te Puna Road and Te Puna Station road before earthworks are commenced for the development.

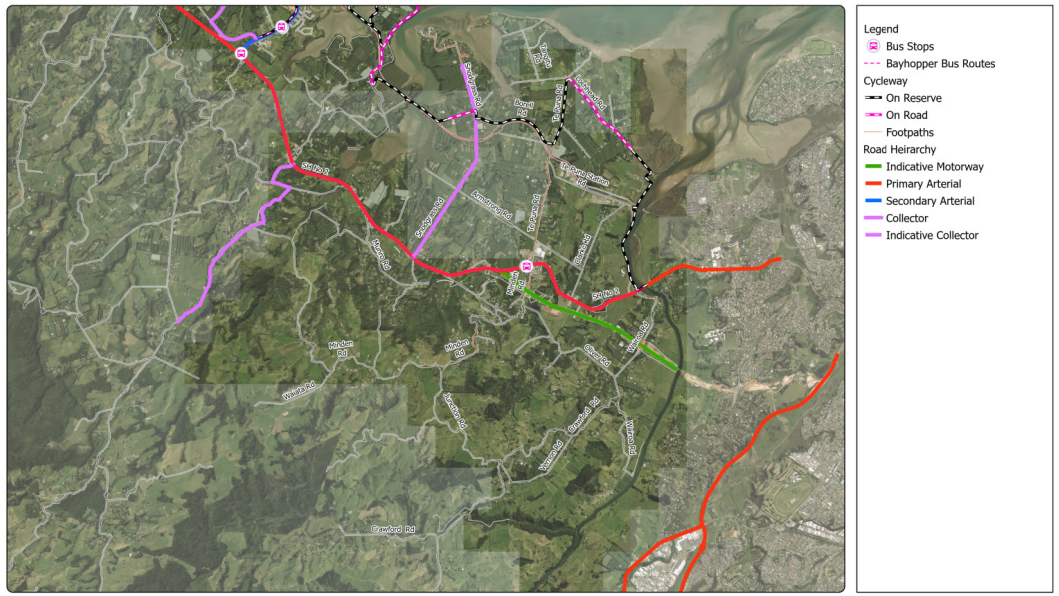


Figure 13: Transportation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Due to ongoing stability, flooding and slip issues, a section ofTe Puna Station Road is closed to through traffic. This closure has the potential to be made permanent as the costs associated with improving and maintaining the road are high. Whether to keep this road closed was one of the questions put to the public as part of the LTP 2024-34 public consultation process.

A slight majority were in favour of this road closure, on the caveat that the alternative route of Clarke Road had considerable upgrades to sustain more traffic and increase safety for vehicles, cyclists and pedestrians.

Council's current transportation programme for Te Puna includes routine re-seals and a right turn bay for Te Puna Road onto Te Puna Station Road.

A planned roundabout for the Te Puna/Lochhead/ Pitua and Tangitu Roads intersection has had a design completed however it is currently unfunded.

Minden's Local Road Network

Minden is very distinct from Te Puna and the roading network is no exception. There is very little internal interconnectivity and only six roads that intersect with the State Highway, one of which will likely close (Te Mete Road) as a result of the TNL. Two of these intersections are considered to be of safety concern. These being Munro Road and Ainsworth Road. As these are located north of the current TNL termination point (near Loop Road), resolution of these intersections is dependent on Stage 2 of the TNL. NZTA/Waka Kotahi's current 'Draft Emerging Preferred Alignment' for Stage 2 of the TNL depicts these two intersections as being closed with all access being via an overbridge at the /Te Puna Quarry Road/Snodgrass Road intersections.

The structure plan maps for Minden Lifestyle identify up to 7 new road connections which are to be constructed to improve connectivity within the zone. One of these roads has been partially constructed by the subdivider and vested in Council being the extension towards the State Highway of Ainsworth Road around 2021. The viability of the link through from there to Minden Road is tenuous given that Ainsworth Road will likely be accessed via Te Puna Quarry Road as described above.

The need for other structure plan roads that link to or are close to the current stage 1 TNL alignment are dependent on the current stage 1 TNL project outcomes. On NZTA/Waka Kotahi's maps, there appears to be provision in part of the layout linking to Te Mete Road for example.

Other future structure plan roads near the new Stage 2 TNL, such as the Ainsworth Road link to Te Puna Quarry Road, may be built by Waka Kotahi as part of that project as they are within the TNL designations.

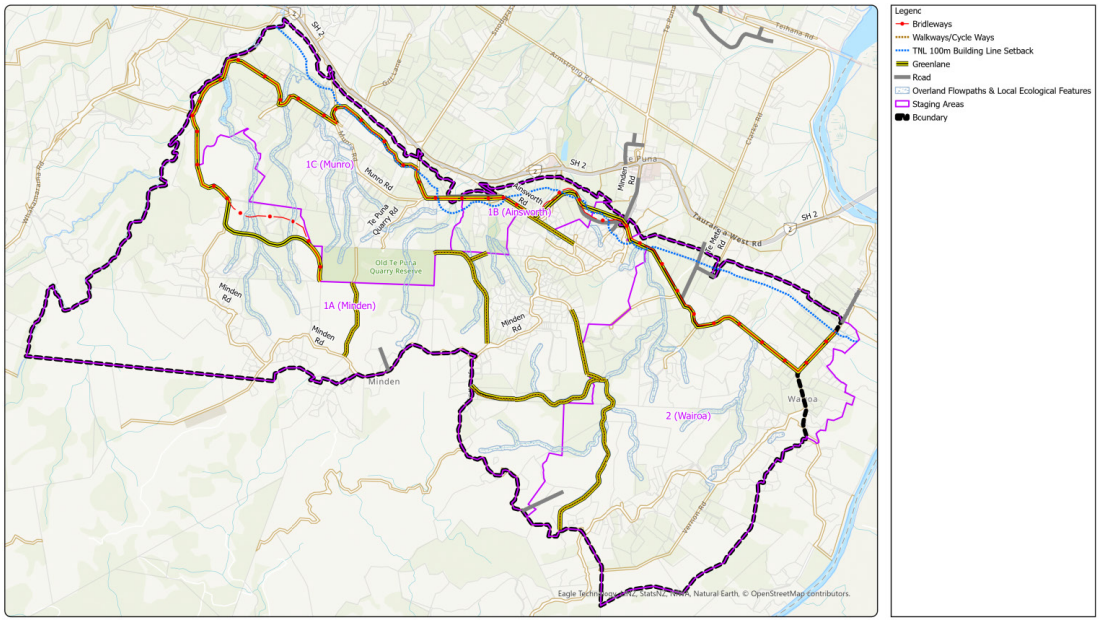


Figure 14: Minden Structure Plan.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Two of Council's local roads in Te Puna and Minden areas are considered collector roads[40]: Minden Road and the Wairoa/Crawford/Poripori Roads link between SH2 and SH29. The later route presents as one road but has three names and is the only one in the district linking SH2 and SH29. This route serves as a dedicated detour when there is an incident on either State Highway. Minden Road is otherwise a dead end apart from being connected to Crawford Road via Junction Road.

Many of the local roads in the Minden area are under-width. A few factors contribute to this: firstly, the difficulty of building roads in steep terrain, and secondly, the low priority of improving the roads due to the low traffic volumes which are common from this kind of rural environment.

Some sections of the vital Wairoa/Crawford/Poripori Roads link between SH2 and SH29 are amongst the under-width roads in the Minden area.

The Wairoa/Crawford/Poripori Roads link between SH2 and SH29 has in the past few years been under increasing pressure from heavy commercial vehicle use mainly stemming from construction materials being transported over from the Waikato for developments in Ōmokoroa and the TNL Stage 1 project.

40 The Ministry of Transport's definition of collector road: "Collect traffic from local streets in order to connect with arterials."

The under-width roads are particularly noticeable within the Minden Lifestyle Zone. As mentioned above, the budget for the Minden Lifestyle Zone structure plan for constructing structure plan connecting roads is to be funded through financial contributions. As this budget is limited to (new) structure plan connecting roads, there is limited funding available to undertake seal widening or other safety improvement projects. Council has undertaken a few projects since 2012, notably:

- A 600m length of footpath installed immediately adjacent to the Minden Road pavement.
- Widening of a 1km section of Poripori Road from the swimming hole at the SH29 end through to Kumikumi Road.

Council's current transportation programme for Minden is for routine re-seals only.

The Minden Lifestyle Zone is expected to continue to be an attractive development option because of its close proximity to Tauranga. Over time this will mean that there will be more pressure on Minden Road. This zone has approximately 250 further lots which can be created as the result of the completion of Stages 1 and 2 of the TNL. This has the potential to generate another 2500 vehicle movements within the Minden area. The Minden/Wairoa Roads are dependent on Stage 1. The Ainsworth/Munro/Te Puna Quarry Roads are dependent on Stage 2.

There are two main destination areas in Minden that need extra parking. The Wairoa River swimming area at the south end of Poripori Road is a popular destination in the summer months with locals. As vehicles have limited places to park, visitors are forced to park on the narrow section of Poripori Road, reducing the road to one lane. The Minden lookout is located at the Junction Road intersection and is a destination for both locals and tourists alike.

Much like the Wairoa River destination, visitors have limited parking and have no option but to park on the side of the road. This in turn, reduces the width can capacity of Junction Road.

Te Puna and Minden Shared Pathways

Greenlanes (shared pathways) in the Minden which have been vested in Council by landowners from various subdivisions are largely unformed at the moment. As part of resource consent conditions, many lifestyle subdivisions have been required to set land aside and vest in Council so that this network will slowly grow over time. Cycling in areas that have narrow roads, such as Minden, is dangerous for cyclists and vehicles alike. Despite this, cycling enthusiasts regularly use the narrow Wairoa/Crawford/Poripori roads link as a training ground due to the marked changes in elevation.

Western Bay of Plenty District Council first developed a Walking and Cycling Strategy in 2009. The strategy informed Council policy and investment decisions and was a required to support potential Government funding.

An action plan and prioritisation criteria guided what needed to be done to deliver on the strategy objectives. Network Plans were developed with community input and provided a mapped vision of the opportunities for walking and cycling within the District, including connections to adjacent areas.

To continue to build on the significant achievements around establishing a walking and cycling network in the district, in 2020 the current Walking and Cycling Action Plan was developed with additions made in 2022.

The Action Plan sets out that the overarching objective of the walking and cycling network is to *"provide a safe and connected network that leads to improved transport choices and provides a variety of recreational experiences through and beyond our District."* It sets out the strategic network comprising the following:

- Core urban routes.
- Tourism and recreational routes.
- Rural-urban and rural-community routes.



Shared pathway - Te Puna Station Road.

Core Urban Routes

Walking and cycling routes within the four urban centres of Katikati, Waihī Beach, Ōmokoroa and Te Puke have been identified. Where possible, the urban network connects into the tourism and recreational routes and rural routes to form the district wide network of walking and cycling experiences.

It is noted that there is no identified core urban route through Te Puna and Minden.

Tourism and Recreational Routes

Our tourism and recreational routes provide a connected walking and cycling network through the District, from Waihī Beach to Okere Falls/ Rotoiti. The routes are made up of the Tauranga Moana Coastal Cycle Trail in the west and the District Eastern Connections in the east. The Tauranga Moana Coastal Cycle Trail is comprised of three stages as set out below:

1. Ōmokoroa to Tauranga Urban Cycleway.
2. Waihī Beach to Waihi Town (and Hauraki Rail Trail).
3. Waihī Beach to Katikati and Ōmokoroa Cycleway.

For the purposes of this report, we consider stage one as relevant for Te Puna.



Figure 15: Western Bay of Plenty District Cycleway and Walkway Strategy - Tourism and Recreational Network.



Ōmokoroa to Tauranga Urban Cycleway - connection onto Wairoa Bridge.



Ōmokoroa to Tauranga Urban Cycleway - near Te Puna Station Road.

Ōmokoroa to Tauranga Urban Cycleway

This pathway connects Ōmokoroa to Tauranga with the route located along the coastline and inland areas, highlighting tourism opportunities to showcase coastal areas and attract people to Ōmokoroa and smaller communities along the way such as Te Puna. There are cultural tourism opportunities in Te Puna with Pirirākau being a key partner. The route enters Te Puna from Plummers Point via a Railway bridge and traverses a mix of on road and off road provision toward the Wairoa River where a clip-on cycle bridge across the Wairoa River Bridge's northern side on SH2 provides access towards Tauranga.

Rural-Urban and Rural-Community Routes

These routes provide connections within local communities to destinations including larger urban areas, places of work and recreational/community hubs, and serve as connections to networks for safer local journeys off State Highways.

Examples of these in the west of the District include:

- Te Puna – Ainsworth – Munro – Hayward.
- Minden Road walking track.
- Ōmokoroa to Apata trail connection.

Additional Shared Pathways

The Kaimai Ward Reserve Management Plan identifies the potential for a shared pathway connecting Te Puna Quarry Park to the TNL via the Minden Lifestyle Zone. Pathways could provide connectivity for walking, cycling, and horse riding, creating safe routes for active travel and encouraging residents to explore the areas' natural beauty. Refer to Section 11 – Social Infrastructure for further information.



Figure 16: Ōmokoroa to Tauranga Urban Cycleway.

Designations

Under the RMA, public works and some private utility and infrastructure projects can be provided for by way of designation. Certain organisations are able to serve a notice of requirement on a territorial local authority in respect of land required to be designated for such works. These organisations have the status of a 'requiring authority' under the RMA.

A notice of requirement follows a similar process to that of an application for resource consent and if confirmed is included in the District Plan as a designation. The effect of designating land is to authorise the use of that land for a particular work/s (e.g. school, police station, electricity substation, infrastructural services).

For activities that will not be in accordance with the designation of a particular site, or in the event that the designation is uplifted or lapses, the usual District Plan provisions relating to the land apply.

The existing District Plan Designations in Te Puna and Minden are shown in Figure 17 and listed below:

- D55 - Telecom New Zealand Limited and Telecom Mobile Limited – Telecommunication and Radio-communication and Ancillary Purposes.
- D180 - Waka Kotahi NZ Transport Agency - Road purposes – State Highway 2 relocation (Tauranga Northern Arterial).
- D181 - Waka Kotahi NZ Transport Agency - Road purposes – State Highway 2 Access.
- D203 - Waka Kotahi NZ Transport Agency - Road purposes - State Highway 2 (including four laning).
- D208 - New Zealand Railways Corporation - Railway Purposes.
- D229 - Ministry of Education - Primary School and education facilities - Te Puna School.
- D231 - Ministry of Education - Primary School and education facilities – Whakamarama School.
- D240 – Powerco - Ōmokoroa Zone Substation.



Figure 17: Existing District Plan Designations.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Social Infrastructure

Social infrastructure includes community facilities, services and networks that support individuals, families, groups and communities - such as public open space, parks and reserves, libraries, art galleries, museums, theatres, exhibition centres, pools, community centres, indoor sports centres and halls, educational institutions, healthcare facilities and marae.

The provision of public places is designed to align with the SmartGrowth Strategy and the Connected Centres programme, with a network of spaces and facilities (including health and education) across the sub-region, that can be enjoyed without having to travel long distances. All public places are part of a network which has regional, sub-regional, local and community elements. Social infrastructure also plays a role in supporting the response to natural hazards and emergency management.

The western Bay of Plenty sub-region has a wide variety of social infrastructure that serves our community. Our past and projected growth within the sub-region places increasing pressure on these existing services, and as such, a range of new and upgraded facilities are proposed to support this growth to create thriving and liveable communities. Social infrastructure is a key enabler for the Connected Centres programme, which integrates and provides interplay between land use and transport. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play. Social infrastructure can also provide certainty and send positive signals for development.

As the sub-region grows, it will be important to monitor the changing needs for infrastructure and undertake actions to catch up and stay ahead of growth, to support community wellbeing, respond to changing demographics and to attract and support development.

Community Facilities

Marae

The Te Puna Community Plan identifies that Pirirākau hapū has four marae known as Tutereinga Marae, Poututerangi Marae, Paparoa Marae and Tawhitinui Marae. These marae are located within the Te Puna and Whakamarama areas and are the nucleus of Pirirākau, a complex set of components which blend to care and nurture the hapū's spiritual and physical needs.[41]

Churches

There is one church in Te Puna - St Joseph's Church is located at the end of Te Puna Road. The Parish of St Thomas Aquinas is in charge of the complex and the services it offers. The local Conference of the Society of St Vincent de Paul, offering support, practical assistance and help to those struggling to cope with life's challenges, is affiliated with St Joseph's.[42]



St Joseph's Church, located at the end of Te Puna Road.

41 Te Puna Community Plan 2017

42 Te Puna Community Plan 2017

Te Puna Memorial Hall

Council supports a network of community halls across the district to meet local needs for education, recreation and social connection. The original Hall was built in 1922 as a community effort to memorialise those who served in the First World War. The new Te Puna Memorial Hall was completed at the end of 2020. The Hall is sited in close proximity to the previous location of the old hall, which was demolished to make way for a roundabout to improve the safety of the intersection of Te Puna Road and State Highway 2. Te Puna Memorial Hall Society Incorporated, known as the 'Hall Committee' have a broad vision for the Hall: *"The Hall Committee aims to enrich the community by celebrating cultural diversity, preserving local history, and promoting educational and creative initiatives. It focuses on fostering partnerships with local non-profits and schools to host communal events, enhancing personal and community well-being. The approach includes creating an inviting and accessible environment, upholding exemplary environmental practices, and maintaining a committed team that upholds financial sustainability and compliance. There is an emphasis on valuing volunteers, considering succession needs, and remaining open to new opportunities to continuously add value to the community."* - Te Puna Community Plan 2017.

The main hall (with stage and large backstage) can seat 250 people and provides a kitchen which opens onto a supper room. With two additional meeting rooms, wheelchair access the hall caters to a wide variety of uses.

Te Puna Community Centre

A temporary Te Puna Community Centre is located at Maramatanga Park. This temporary community centre was opened in August 2024 and will remain onsite until a decision is made about permanent facilities at Maramatanga.

Hauora

Pirirākau Hauora is a successful social service provider, located on Lochhead Road. The Hauora is competent and complimentary to the requirements of all ages of Pirirākau. It provides medical, adolescent mental health, youth development, kaumātua programmes, social wrap around support services, mirimiri (massage therapy), school holiday programmes, drug and alcohol support links and kaumātua housing. The Hauora is widely accessed by Pirirākau whānau with services always increasing to provide care for the wellbeing of the hapū. Hauora services are available to non-hapū members although many people also access health services outside Te Puna.

Waipuna Hospice

Waipuna Hospice provides specialist medical care for patients living with a life-limiting illness, and support services for them and their families. An important sub-regional service providing 'Hospice at Home' services and a nine-bed Inpatient Unit and a Day Services Clinic situated on Te Puna Station Road.

Schools

Te Puna School is a semi-rural school, located on Te Puna Road. It serves students from Year 1-8. With close proximity to the Wairoa River, Kaimai Ranges and Tauranga Moana it draws children from a wide geographical area. The school first opened its doors in 1896 and has been an integral part of the Te Puna community ever since.

The school currently has approximately 230 pupils and has the capacity for growth into the foreseeable future (up to 350 students) with potential for more if new classrooms were added. Te Puna School plays a pivotal role in connecting the Te Puna community and is often the venue for community meetings and events.

While there is only one school in the immediate Te Puna catchment some students from the wider area are zoned to attend Ōmokoroa No.1 School and Whakamarama School (depending on the catchment area of Te Puna).



Te Puna Memorial Hall.



Te Puna School.

Recreation and Open Space

There are a total of 22 reserves located within the Te Puna and Minden areas, comprising 13 general reserves and nine shared pathways and walkway reserves. The Kaimai Reserve Management Plan outlines the recreational opportunities for each of these sites. In addition to Council's reserves, Department of Conservation reserves are also located within and near to the Te Puna and Minden area (see Figure 18).

Among the general Council reserves, the most prominent are I'Anson Bush Reserve - Wāhi ō Te Ōturu, Maramatanga Park, Minden Lookout, Te Kopa O Te Hotu Reserve, Te Puna Quarry Park, Te Puna War Memorial Hall, and Waitui Reserve. Of the 13 general reserves, five are new to the Reserve Management Plan. These are Jack Lloyd Reserve, Minden Hill Lane Reserve, Te Puna Quarry Park, Wāhi ō Te Hakao, and Wāhi ō Te Tawa ki Tahataharoa.

The most frequently used shared paths and walkway reserves include the Wairoa River local purpose esplanade reserves (various discontinuous esplanade reserves and marginal strips along the Wairoa River), Wairoa River/Te Puna Station Road shared path (including path across the Wairoa River), and the Wairoa Road Rowing Club Reserve.

The 22 reserves located in Te Puna and Minden areas are:

General Reserves

- I'Anson Bush Reserve – Loop Road
- Jack Lloyd Reserve - 350 Wairoa Road
- Maramatanga Park - Te Puna Road and Tangitu Road
- Minden Hill Lane Reserve - Minden Hill Lane
- Minden Lookout - Corner of Minden Road and Junction Road
- Minden Scenic Reserve - Ainsworth Road
- Te Kopa O Te Hotu Reserve - Lindoch Avenue
- Te Puna Quarry Park - Te Puna Quarry Road
- Te Puna War Memorial Hall - 3 Te Puna Road
- Wāhi ō Te Hakao - 109 Clarke Road
- Wāhi ō Te Tawa ki Tahataharoa - Lochhead Road
- Wairoa Road Landing Reserve - Te Puna Station Road
- Waitui Reserve - Matahiwi Road.

Shared Paths and Walkway Reserves

- Crawford Road Local Purpose Esplanade Reserve
- Minden Walkway
- Te Puna Estuary South Esplanade Linkages,
- Te Puna Stream Walkway
- Waikaraka Estuary Esplanade Linkages
- Wairoa River Local Purpose Esplanade Reserves
- Wairoa River/Te Puna Station Road shared path
- Ruahihi Power Station Reserve
- Wairoa Road Rowing Club Reserve.



Figure 18: Reserves.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.



The new playground at Maramatanga Park opened in June 2024.

Ecology and Landscape

Ecological Features

There are a number of significant ecological features (or significant natural areas) identified in Te Puna and Minden. These are shown on the District Plan maps and are protected by associated rules. In Te Puna, these ecological features are mostly on the edges of the peninsula with the main features identified being areas of estuarine vegetation with some areas of sandspit and freshwater wetland. Being more elevated, the ecological features found in the Minden are areas of shrubland and forest.

Figure 19 shows the locations of the significant ecological features in the Te Puna and Minden areas as shown in the District Plan.

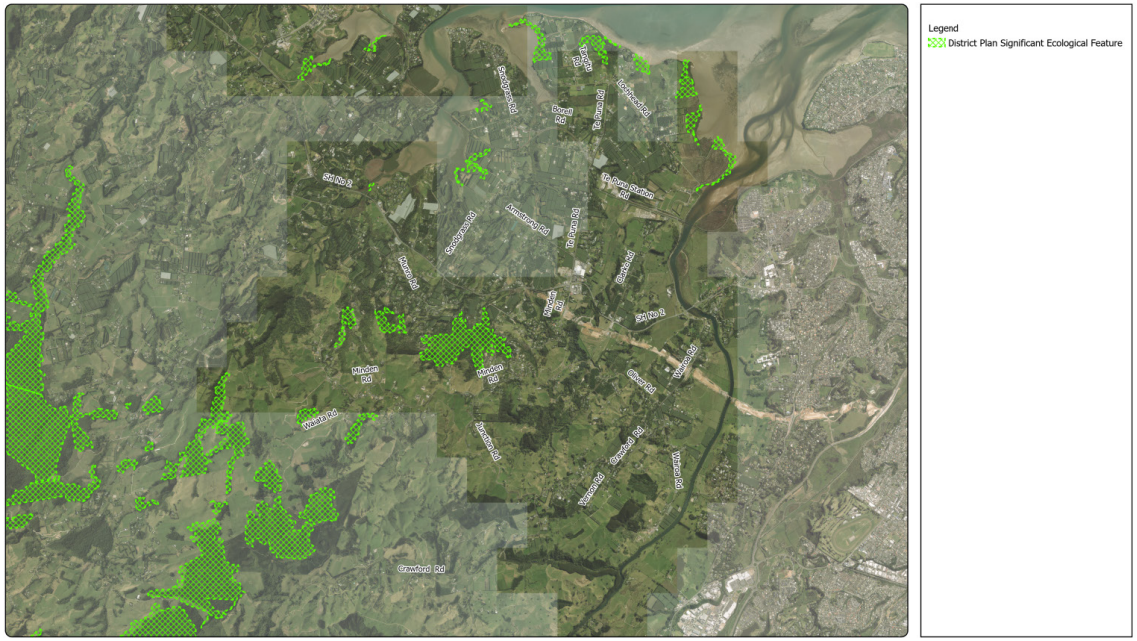


Figure 19: Ecological Features.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Ecological Connectivity

Ecological connectivity has been a focus for the Bay Conservation Alliance[43], who with the funding from Council have produced an Ecological Connectivity Strategy which is a step towards mapping and identifying the current and potential connectivity for species representative of forest and wetland ecosystems.[44]

"Umbrella Species" have been used for this modelling. The idea is that protecting an overarching (umbrella) species will help protect that ecosystem and all the other native species that inhabit it.

Corridors are identified namely for the Kererū (NZ woodpigeon) for forest ecosystems and Matuku Hūrepo (Australasian bittern) for wetland ecosystems.

The below maps provide an indication of these corridors for the Te Puna and Minden areas.

43 Bay Conservation Alliance is a community founded organisation which supports community led conservation projects across the Bay of Plenty

44 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

45 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

46 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022

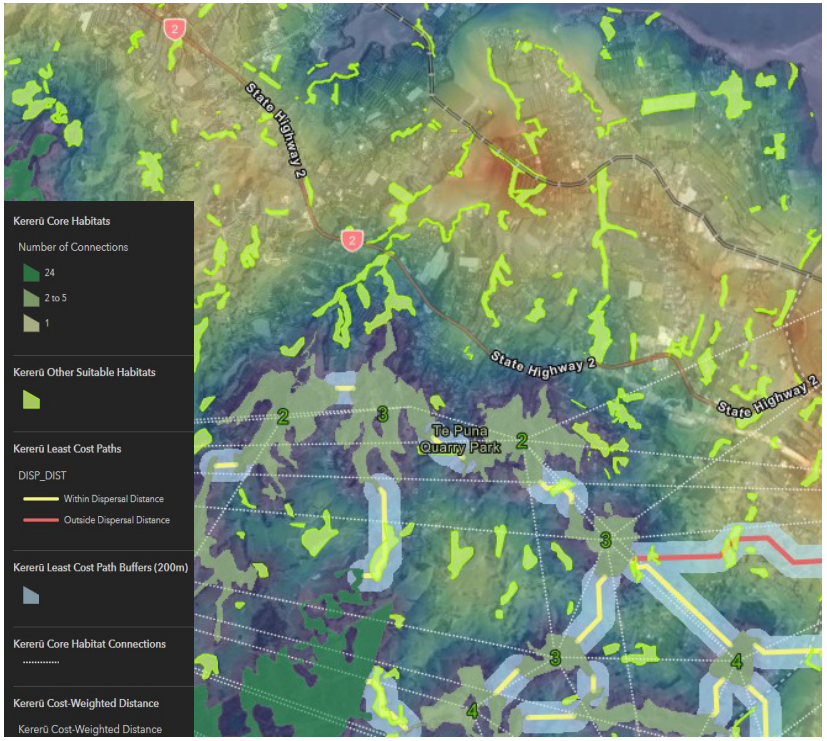


Figure 20: Kereru Connectivity Analysis Map - Te Puna and Minden.[45]



Figure 21: Matuku Hūrepo Connectivity Analysis Map - Te Puna and Minden.[46]

Landscape Features

Outstanding natural features and landscapes are also shown on the District Plan maps and subject to rules to manage effects. Te Puna's landscape values are protected by the Tauranga Harbour and Wairoa River Landscape Management Areas. These extend 300m inland from Mean High-Water Springs (MHWS) and the riverbank respectively. The Wairoa River Landscape Management Area also adjoins part of the Minden Lifestyle Zone. Another feature protected in the Lifestyle Zone is the Minden Peak and Main Ridge Line as viewed from the State Highway. Rules ensure that any buildings or other activities within these features are designed to maintain the visual appearance of the landscapes. This includes the likes of controlling building location, colour and height and making sure that areas of earthworks are replanted with vegetation.

The Regional Council also separately identify and protect outstanding natural features and landscapes which are of significance to the region.

Figure 22 shows the locations of the outstanding natural features in the Te Puna and Minden areas as shown in the District Plan.

Additionally, View Shafts are identified in the District Plan where outstanding views are offered from public lookouts and state highways. These views are protected by being formally identified in the District Plan within Appendix 2 and an area of land within proximity to vantage points being identified on the Planning Maps. Within this identified area, where the view is most at risk from blockage by development and planting, resource consent is required so that Council can ensure these activities are located in a way that ensures the view is maintained. Minden lookout is a protected viewshaft in our District. The Minden lookout (V5) includes views of the Tauranga Harbour, Matakana Island and Mauao.

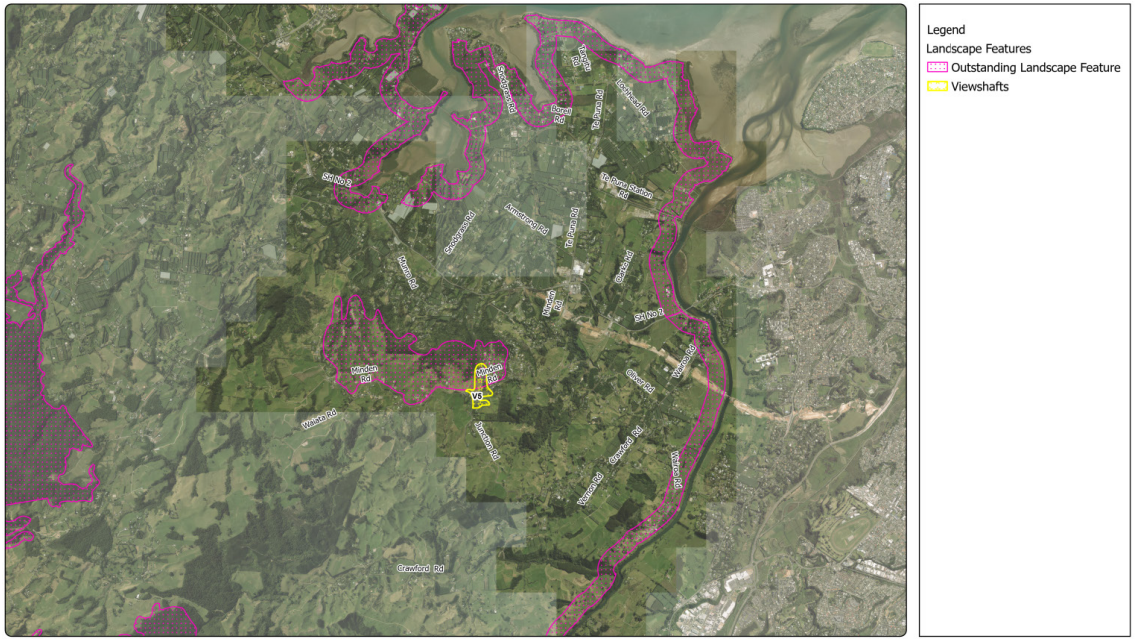


Figure 22: Landscape features and viewshafts.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.



The view from Minden Lookout.

Natural Hazards

The Western Bay of Plenty District is subject to multiple natural hazards and the Minden/Te Puna areas are no exception. The main hazards that could potentially affect Te Puna are flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami. For Minden, the potential hazards are flooding (from extreme rainfall), minor coastal inundation in one location, land instability, liquefaction in proximity to streams and gullies, and tsunami in limited low-lying areas. Active faults and volcanic eruption are potential hazards for both areas but are not mapped. Earthquakes are a significant influencer for land instability, liquefaction and tsunami.

Land Instability

Land instability refers to land which has the potential to slip (often referred to as landslides or landslips). Instability can be caused by earthquake activity, heavy rainfall events or human activity such as earthworks or uncontrolled stormwater discharge.

Council's planning maps include a layer for this specific hazard which for Te Puna includes a 'landslip' category and for the Minden a number of different risk categories.

Instability within Te Puna is mostly localised within the gentler contours and relatively easy to mitigate or avoid. Instability, however, becomes more widespread as the elevation and steepness increases into the Minden Lifestyle Zone and beyond into the greater Minden area.

In 2009 Beca[47] were commissioned by the Council to provide a high-level geotechnical appraisal to assist with the District Plan review and the implementation of the Minden Lifestyle Zone. This followed on from Beca's 1992 report which categorized the Minden stability areas into A (the most prone to instability, and then in descending severity order, B1, B2 and C). The 2009 report incorporated a high-level constraints assessment to update these stability areas.

47 Minden Rural 3 Zone Structure Plan Geotechnical Appraisal



Figure 23: Stability - Te Puna.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Stability area U (unknown) was also introduced by Council (not based on the Beca report) when further land was zoned to lifestyle through a variation to the District Plan Review. The natural hazards map (District Plan) incorporates these findings to trigger a more detailed assessment of land instability through the resource consents process required in the Minden instability areas (see Figure 24 and corresponding key).

The instability areas are divided into risk categories as per the key with 'Minden A' being the most susceptible followed by B1, B2 and C. For proposed subdivision or developments that trigger a resource and/or building consent application, the District Plan requires different levels of reporting for each of the risk categories.

As can be seen from Council's GIS maps, the Minden Lifestyle Zone is extensively mapped for stability severities. During the lifestyle zoning process, Council added another (approximately) 700ha to the zone however as these areas were not examined sufficiently in order to place a risk categorization in time for the Minden Lifestyle Zone implementation, the stability status reverts to Minden 'U' which requires mandatory reporting.

In addition to the planning maps discussed above, Council also holds a regional landslide susceptibly study which was completed in 2024 for all urban and rural areas in the District. The mapping from this report is high-level and does not identify risk at an individual property scale but it does help us to generally understand which areas are potentially susceptible to landslide.

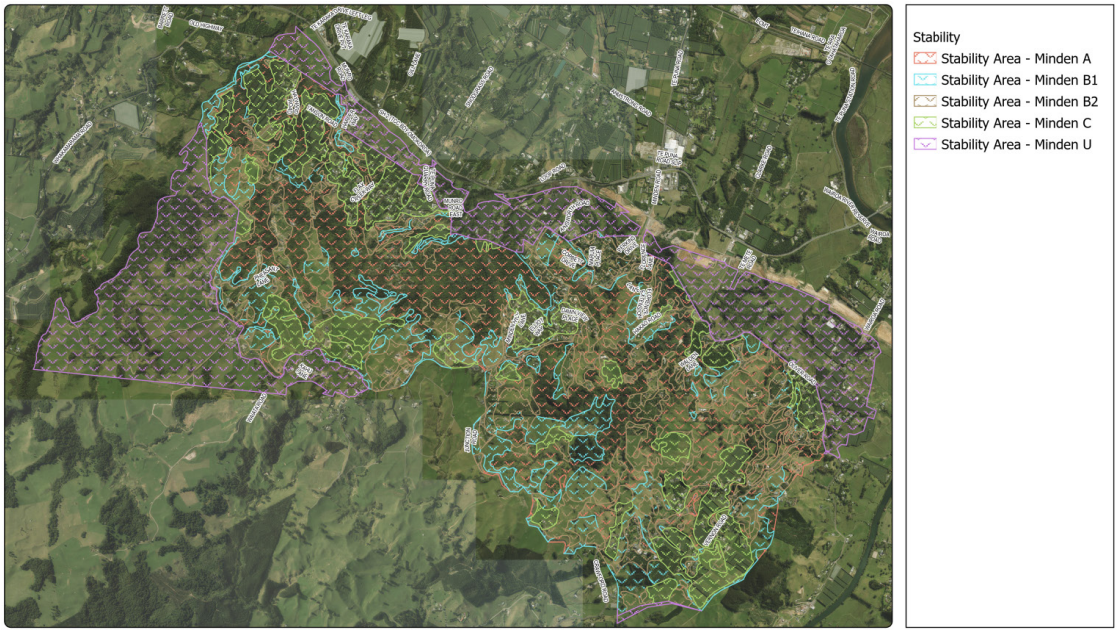


Figure 24: Stability - Minden.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Flooding

Flooding is mainly caused by extreme rainfall events and the extent of flood effects largely depend on the scale of the rain event. However, other things can influence the effects such as changes to landforms (natural or manmade), poor stormwater management associated with land development and climate change over time.

Flood hazard mapping for Te Puna and Minden is based on a 1% AEP (1-in-100-year) event climate change adjusted out to the year 2130 e.g. heavier rainfall and sea level rise (which may delay rainwater from discharging into waterbodies especially at high tide). Flooding also occurs from the effects of less severe storm events but of course not to the extent of the 1% AEP.

In the Te Puna and Minden areas, flood hazards are generally confined to the gully systems and do not present a significant issue for most homeowners. Some locations have more susceptibility, particularly along major streams, the Wairoa River, estuaries and harbour fringes. Sea level rise is an influencer for lands closer to the harbour.

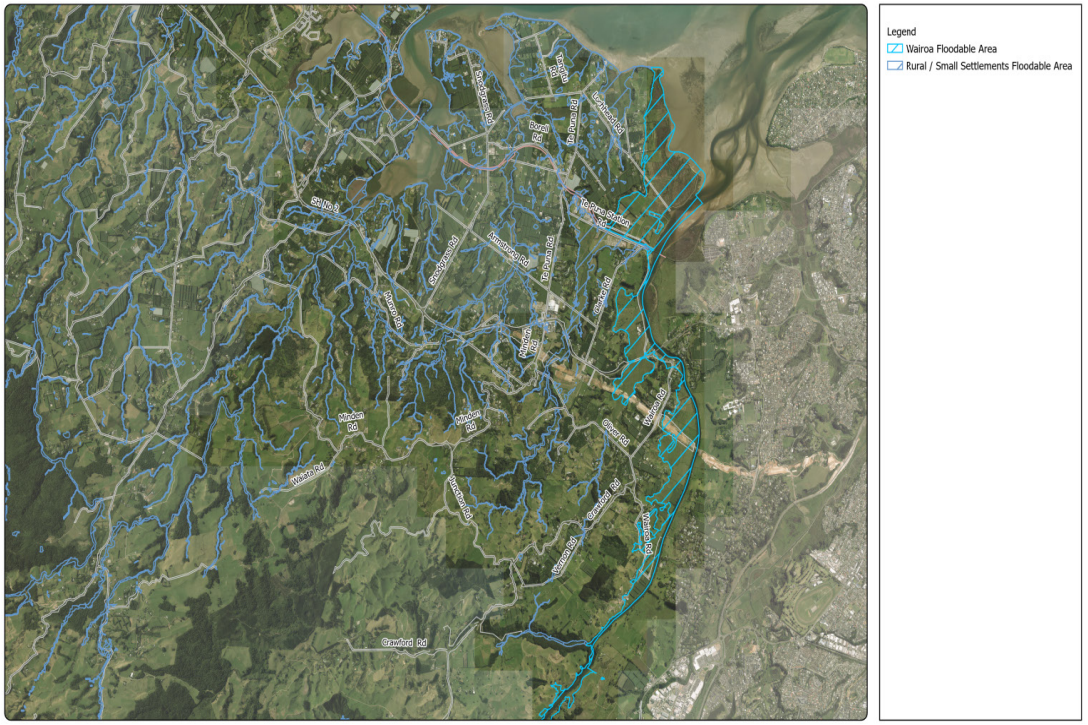


Figure 25: Flood Hazard.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Coastal Erosion

Coastal erosion is the loss of land due to coastal processes such as waves and tidal currents wearing away that land suddenly or overtime.

Coastlines are dynamic and always in a state of change as wind, waves and tides influence and shape the shoreline. Both the open coastline and harbour shorelines are susceptible, and these processes can pose risks to property and infrastructure.

The interface between land and sea/harbour means that wave action can undermine cliffs, low embankments or dune faces making them steeper and more unstable than they would be otherwise, resulting in sediment being lost onto the beaches and leaving the cliff or embankment faces without vegetation cover and even more vulnerable.

Coastal erosion effects all of our coastal lands and communities in the district including lands located on the open coast, harbour fringes and estuaries. It is occurring all the time but often goes unnoticed until a large event causes significant damage.

Much of the harbour fringes around Te Puna consist of low cliffs or embankments running down to the inner harbour beaches. The soil profiles of these features and generally around the inner harbour fringes consist of soft materials rather than rock so are very sensitive to erosion.

In some cases where erosion has occurred on or adjacent to private property and is posing a significant risk, owners have installed 'ad hoc' protection structures with varying levels of success.

Council's Coastal Erosion Responses Policy was adopted in 2017. This recognises that coastal defenses like seawalls are costly to construct and maintain. The policy limits future Council funding to the protection of Council-owned land and strategic assets. It does not provide for the protection of private property.

Council's GIS maps show two lines for this erosion hazard along the Tauranga Harbour – red for out to the year 2080 and green out to year 2130. These both include the effects of climate change at these times e.g. sea level rise (see Figure 26).

To manage risk from coastal erosion, landowners are required to set buildings back as far from the hazard (e.g. cliffs/dunes) on their property as practicable. There are also controls in place to restrict subdivision and additional dwellings and all buildings must be designed to be relocatable.



Figure 26: Coastal erosion.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.



Te Puna Beach Estuary, at the end of Pitua Road.

Coastal Inundation

Coastal inundation occurs when normally dry but low-lying land is flooded by the sea. This is caused by a combination of strong winds, large waves and temporary low atmospheric pressures which raise sea water levels. This can be compounded when high tides or larger than normal tides occur at the same time.

Coastal inundation mapping is based on a 1% AEP (1-in-100-year) event which is climate change (i.e.: sea level rise) adjusted out to the year 2130. Council's online maps show brown dotted areas for this hazard along the Tauranga Harbour (including parts of Te Puna). – See Figure 27.

As with flooding, for coastal inundation, subdivision and property development can manage the impacts from this hazard through the location and design of dwellings, ancillary buildings and supporting infrastructure. Mitigation measures may include minimum floor levels for buildings and avoiding earthworks or development in the affected areas.



Figure 27: Coastal inundation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Tsunami

A tsunami is a series of waves generated when a large volume of water in the sea is rapidly displaced. A tsunami can be caused by large submarine or coastal earthquakes; underwater landslides; or volcanic eruptions beneath or near the sea.

The BOP Civil Defence Emergency Management (CDEM) Group have produced maps showing the tsunami evacuation zone across the region. The evacuation zone is based on areas predicted to be inundated from a 'maximum credible' tsunami event with modelling based on a 9.16 magnitude earthquake occurring within the Kermadec-Tonga Trench producing a 5m high tsunami at the open coast.

The maximum tsunami wave heights and inundation depths will be variable across the Te Puna area and (to a lesser extent) Minden areas where the effects are confined to farmland in proximity to the Wairoa River and some gullies in the west of the SA2 area. Generally, effects would be expected to be greatest towards the coast. More detailed analysis is available through the Regional Council's 'Bay of Plenty Natural Hazards Viewer' website.

A large tsunami has the potential to damage and destroy dwellings, properties and infrastructure, particularly those closest to the coast. For the Te Puna and Minden spatial plan, these areas include the residential area at the end of Snodgrass and Wallace Roads and the Te Puna Business Park in Te Puna Station Road.

The balance of affected properties would be largely lifestyle blocks or land farmed for horticulture or dry stock, a portion of which include dwellings.

Earthquake induced tsunami are relatively easy to detect because the earthquake itself will be detected with the global network of seismic monitoring stations that operate 24/7.

This makes things like planning for evacuation a little easier as there is a time delay between the earthquake event and the resulting tidal waves arriving at the coast. However, there are other triggers for tsunami that are considered 'silent' such as sub-marine landslides which if close to the coast can produce tsunamis with extremely short arrival times such as 15 minutes. Recognising and protecting evacuation routes is important.

There are large areas of Te Puna that are outside of the tsunami zones, and with a good internal road network, this will allow tsunami evacuation provided that people are aware of where to go.

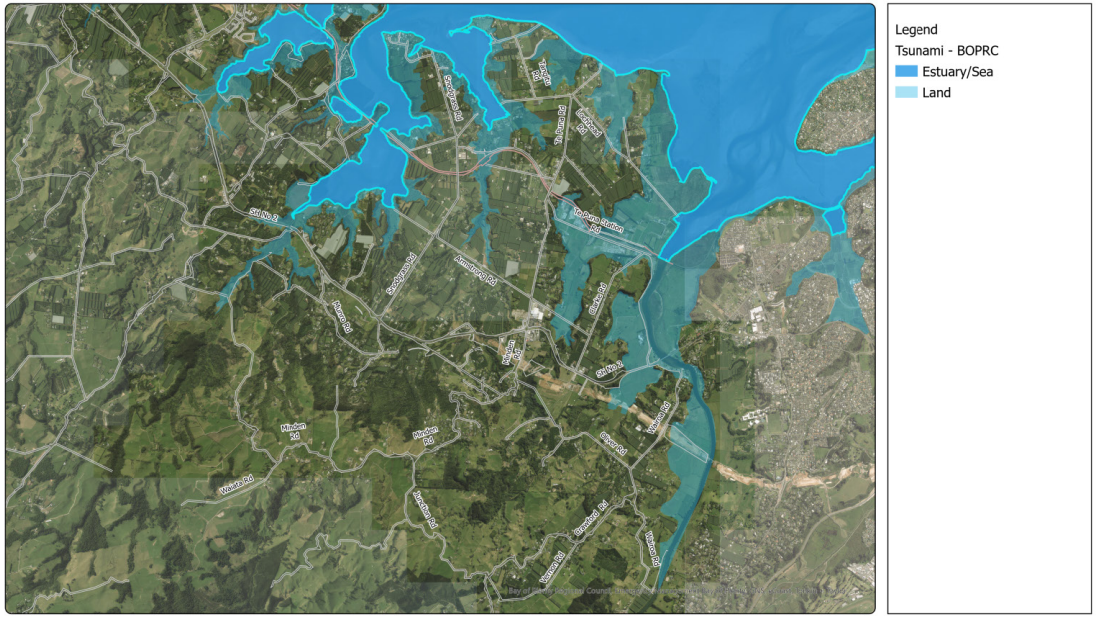


Figure 28: Tsunami Evacuation Map.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Liquefaction

Liquefaction can occur when some saturated soils (typically silts and sands) lose strength and stiffness, temporarily behaving as a liquid rather than a solid, in response to earthquake shaking. Only some soil types are prone to liquefaction and only some earthquakes are strong enough to cause liquefaction.

Liquefaction was brought to the forefront of natural hazards planning as a result of the Christchurch earthquakes in 2011. Council and geotechnical professionals have, as a matter of course, been factoring this hazard into geotechnical reporting for subdivision and property development.

Council has liquefaction maps for the District. The maps for Te Puna and Minden are based on a region-wide study that was prepared using a basic desktop assessment. These maps show where "liquefaction damage is possible", "liquefaction damage is unlikely" and where the "liquefaction category is undetermined".

Due to the regional scale of the study and information gaps, alongside the "possible" and "unlikely" categories, many areas in Te Puna are mapped as "undetermined". For the Minden, the maps typically show that "liquefaction damage is unlikely" except areas of "undetermined" where there are higher ground water levels within and near stream gullies. Although Council is currently working on a project to improve the mapping and reclassify undetermined areas to either "possible" or "unlikely", this is for areas of the District where growth is already planned for. The current project doesn't include Te Puna as the residential area is already fully developed.

Council is also currently working on a geotechnical practitioner's guide to assist professionals in determining what level of scrutiny may be required with the aim of reducing reporting costs for people building dwellings or other structures. This guide is for all areas in the District.

For Te Puna and Minden, there are three basic landform/soil profiles. The lower Te Puna area consists of low lying flat alluvial terraces and estuarine terraces, underlain by young alluvial soils and a shallow groundwater table. These areas are the ones mapped as having 'possible' liquefaction risk with shallow groundwater a major influencer.

The mid-level terraces around Te Puna are also underlain by alluvial soils but much older (>50,000 to >2M years) are less prone to liquefaction than the younger deposits at lower level.

Groundwater is usually around 8m to 15m depth. This means that should liquefaction occur below the groundwater table, it is unlikely to see any effects on the surface. Although these areas could be classed as 'unlikely', Council have taken a cautious approach due to lack of specific geological information in the area and have labelled them as 'undetermined'.

Being at a higher elevation, the Minden hills are underlain by a thin layer of older (>50,000-year-old) volcanic ashes and clayey soils over volcanic bedrock. Groundwater is typically >10m down. Liquefaction is highly unlikely in these conditions, partly because of the depth to groundwater and partly because most of the geological materials present just aren't liquefiable. Hence most of the Minden area is mapped as 'unlikely' for liquefaction apart from the 'undetermined' gully systems.

To mitigate or avoid risk, District Plan rules require rigorous geotechnical reporting to confirm the probability of the liquefaction hazard. For developments where it is not possible to locate buildings away from the hazard, mitigation measures such as ground improvement and/or specific foundation design are often required.

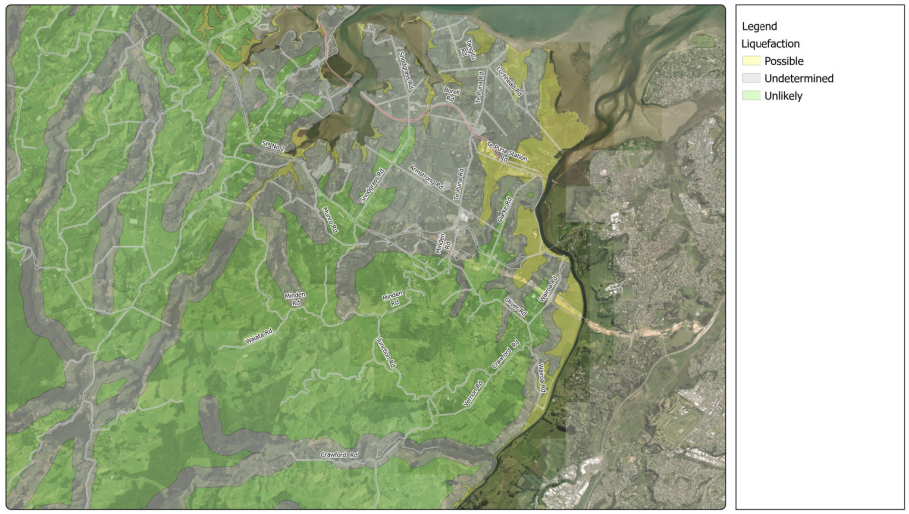


Figure 29: Liquefaction.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-te-puna-minden.

Volcanic Eruption

Although there are no active volcanoes, surface or subsurface calderas located within either Te Puna or Minden, the extensive volcanic features in surrounding districts do pose an ashfall threat at the lower end of the scale which is the more likely scenario. The risks are located to the south of Western Bay, originating from both Rotorua and Taupo; to the north from the Coromandel Peninsular; and, from the southeast with Te Puia o Whakaari (White Island).

The major risks are located to the south of Western Bay District, originating from the large sub-surface calderas in both Rotorua and Taupo with a lesser risk (based on size) to the north from the Coromandel Peninsular; and, from the east and southeast with Tuhua (Mayor Island) and Te Puia o Whakaari (White Island). Although appearing as dormant, Mayor Island is considered by the Regional Council as active and of course, White Island is very active on a continuous basis

Calderas are collapsed volcanoes that often form lakes in the resulting depression such as lakes Taupo and Rotorua. In the map above it can be seen that the Taupo and Rotorua caldera 'systems' are extensive and reach close to the coast. This caldera system is as large as the Yellowstone caldera system in the United States. Wind direction is a big factor for any ash ejections approaching from either Taupo or Rotorua with westerlies and south-westerlies posing the greatest risk. Westerly winds place the eastern part of the district in the firing line whilst south-westerly winds would place a risk to the whole District – including Te Puna and Minden. These wind directions are common in the Bay of Plenty.

The BOPRC has undertaken a Volcanic Hazards scoping study to identify and access gaps in the volcanic mapping for the region. Several recommendations that have come from this scoping study may influence the region-wide ashfall modelling going forward.[48]

Active Faults

Although there are no known active faults in the three areas, earthquakes are occurring within the region on an almost daily basis, however these are usually too small in magnitude and too deep to be felt other than by seismic equipment. Major earthquakes in more distant localities where the larger faults are could affect wider areas of our region.

48 BOPRC Volcanic Hazards Scoping Study

49 BOPRC Natural Hazard Viewer

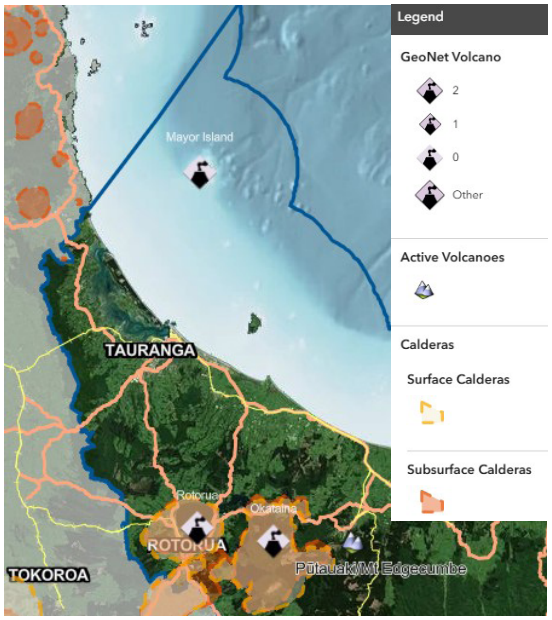


Figure 30: Volcanic locations in the Western Bay of Plenty. The orange shading depicts sub-surface calderas, and the diamond shapes are active volcanoes.[49]

Economic Overview

The SmartGrowth Strategy - Economic overview

The SmartGrowth Strategy 2024-2074 identifies that over the past decade, the sub-region has delivered a strong, growing and increasingly diversified economy, contributing to a record low level of unemployment. The Port of Tauranga, New Zealand's largest port, has helped underpin the region's economy, providing a critical link in the upper North Island and national supply chain. The Port is served by both rail and road networks; currently handling 32% of all New Zealand cargo, 36% of New Zealand exports and 42% of all shipping containers.

The expected increase in population in Waikato, Bay of Plenty and Auckland is likely to cause organic growth in the freight and logistics sector in Waikato and Bay of Plenty. In these two regions, it is predicted that there will be an increase in freight growth of approximately 45-65% between 2020-2030. As such, protecting the Port's social license to operate and maintaining access to/from the Port is critical not just for the region, but for the future viability of New Zealand's export economy.

The Kiwifruit industry provides another backbone to the local economy with 82% of production originating from the Bay of Plenty and significant volume and value growth being forecast by Zespri, particularly in the neighbouring eastern Bay of Plenty sub-region.

The Te Puna area has a significant amount of horticultural land. Overtime agricultural land use has declined, in 2002 there was approximately 2565ha of agricultural land in the Te Puna Minden area, in 2024 there are approximately 2131has. Conversely horticultural land has increased from 602ha in 2002 to approximately 690ha in 2024.

Kiwifruit and avocado orchards dominate the horticultural activity within the sub-region, and are a major economic driver. Projected increases in temperature and reduced winter chill may impact budbreak and fruit maturity. Warmer temperatures may increase the fire risk, pose risks to worker health, and increase the occurrence of pests and diseases. It may also increase irrigation demands, which coupled with increased drought may contribute to regional issues relating to water availability. Increasing extreme weather (flooding, wind, storms, frost events, and changing seasonality) and groundwater rise may increase damage to crops and interfere with harvesting practices.[50]

SmartGrowth Housing and Business Development Capacity Assessment (HBA)

As part of the Housing and Business Development Capacity Assessment 2022, a report was prepared by Market Economics on sub-regional business land demand and supply analysis as part of complying with the National Policy Statement on Urban Development (NPS-UD).

There is enough capacity to cater for industrial and commercial/retail growth in the District.

Future industrial capacity includes approximately 500ha of vacant Industrial zoned land at Waihī Beach, Katikati, Ōmokoroa, Te Puna, Te Puke and Rangiuru.[51]

Of Commercial zoned land, small areas totalling approximately 25ha are vacant in Waihī Beach, Katikati and Maketu. There is also a large area of vacant commercial land in Ōmokoroa where the future town centre has been approved through resource consent.

50 SmartGrowth Strategy Climate Resilience Chapter

51 SmartGrowth Development Trends Report 2024

Existing Commercial, Industrial and Post-Harvest Land

The Te Puna commercial area, referred to as the Te Puna village is made up of the following key sites/ locations:

- Farmlands, the surrounding area includes a number of smaller retail/commercial buildings made up of smaller hospitality premises including the White House restaurant. Within this area there is also a childcare centre 'Above and Beyond Te Puna" and Te Puna Kindergarten.
- Te Puna Holiday Park made up of chalets, cabins, backpacker accommodation and powered camping sites.
- Four Square, BP petrol station and mechanics
- Te Puna Memorial Hall.
- The commercial development on the corner of Te Puna Road and State Highway 2 includes Nourish Cafe, Te Puna early learning centre, retail stores as well as healthcare facilities (doctors, pharmacy and physiotherapy). Refer to the "Plan Change 93 – Te Puna Springs" sub-heading below for more information.
- The Te Puna Springs Site, approximately 6ha of land that was recently zoned commercial located on the corner of SH2 and Te Puna Road.

Industrial areas include:

- Te Puna Business Park at 297 Station Road, currently a vacant site.
- There is a large area of land zoned industrial on Te Puna Station Road (approximately 30ha in size.

Post-harvest

- Corner of Te Puna Road and Armstrong Road - DMS post harvest facility.

Te Puna Commercial Zone Update 2018

In response to multiple applications for commercial development in the Te Puna area, in mid-2018, the Council requested community engagement to understand the community's aspirations and issues concerning the Te Puna Commercial Zone, specifically located at the intersection of SH2, Te Puna Road, and Minden Road (known as the Te Puna village). Several workshops were held with key stakeholders where a number of issues and implementation opportunities were identified.

Key recommendations outlined in response to identified issues include:

- Wastewater: Investigating options for a community wastewater scheme, potentially connecting to the Ōmokoroa pipeline, and working with private landowners.
- Transport: discussions on pedestrian access with relevant transport agencies.
- Commercial Zone expansion: Exploring the potential extension of the commercial zones on specific properties.
- Amenity: Supporting projects that incorporate village themes into the Commercial Zone, including public spaces and assessing the strengthening of District Plan rules.
- Bigger picture: Developing a structure plan for the Commercial Zone.

Council then focused on wastewater management options and the development of an Outline Development Plan (ODP) for the area. The ODP aimed to incorporate community aspirations into future plans, addressing aspects like transport, infrastructure, connectivity, community spaces and amenity.

The draft ODP formed part of a private plan change by Te Puna Springs Ltd for the McIntyre land. Council identified at the time that the ODP's implementation would be gradual and involve diverse funding strategies.



Te Puna Commercial Area.



Te Puna Village.

Relevant Commercial/Industrial related Plan Changes and Large Scale Resource Consents for out of zone Activities

The following section of this report covers in more detail the large scale relevant plan changes that have a commercial component in the Te Puna area.

Plan Change 21 to the previous District Plan - Te Puna Business Park (Industrial)

The site of 245 Te Puna Station Road is approximately 12.2ha and is one of three adjoining land titles that make up Te Puna Business Park. The other two titles are 297 Te Puna Station Road (12.16ha) and 250-264 Te Puna Station Road (7.25ha).

This was a private plan change which sought to establish an industrial business park in the Rural Zone. It was declined by Council but an appeal to the Environment Court was successful (resolved in 2005) wherein Council accepted that some of the concerns relating to infrastructure had been overcome, and others would be dealt with via an Agreed Statement of Facts.

Residents opposed any industrial use of the site; however, their concerns were determined to have been mitigated by proposed landscaping, bunding, infrastructure upgrades and other rules to manage the Business Park. A number of properties at higher elevations overlook the site and it was accepted by the Court that no amount of amenity planting could screen this site completely from view. Some of the bunding and planting has been completed.

In 2009, Council notified a District Plan Review, which included a proposal to remove the Te Puna Business Park from the Rural Zone (where it had a specific requirement in a sub-section of the Rural Zone rules) and instead include it in the Industrial Zone.

This was because an industrial zoning was more appropriate and ensured that industrial rules as well as the Business Park's specific requirements would be applicable. These changes became operative in June 2012.

There are current resource consent applications with Council which are to operate industrial activities (outdoor storage and depots) within the Te Puna Business Park Structure Plan Area prior to completion of structure plan development works and infrastructure upgrades. Priority Te Puna, a local interest group, has appealed Council's decision to grant resource consent to Te Puna Industrial Limited (TPIL) for the industrial activities to allow mixed-use business park on Te Puna Station Road. This appeal follows the decision being made by independent commissioners to grant consent. The appeal process may involve conferencing and mediation to address the concerns raised by Priority Te Puna. The appeal has been joined by Pirirākau Tribal Authority and Tinex Group.

District Plan First Review

Post Harvest Zones were first established through the District Plan Review (made operative in 2012) to recognise the strategic importance of a number of larger scale post harvest facilities that were already established in rural areas. The specific sites given a Post Harvest zoning were selected based on existing fruit throughput, potential growth in fruit throughput and sufficient land availability for potential further expansion. The purpose of adding this new zone was to ensure that these larger post harvest facilities could continue to expand their operations as required without needing resource consent for each new building or additions. Each site is also allowed up to 75 seasonal workers on-site as a permitted activity. For the Te Puna area, one site was re-zoned. This is DMS Te Puna on the comer of Te Puna and Armstrong Roads.

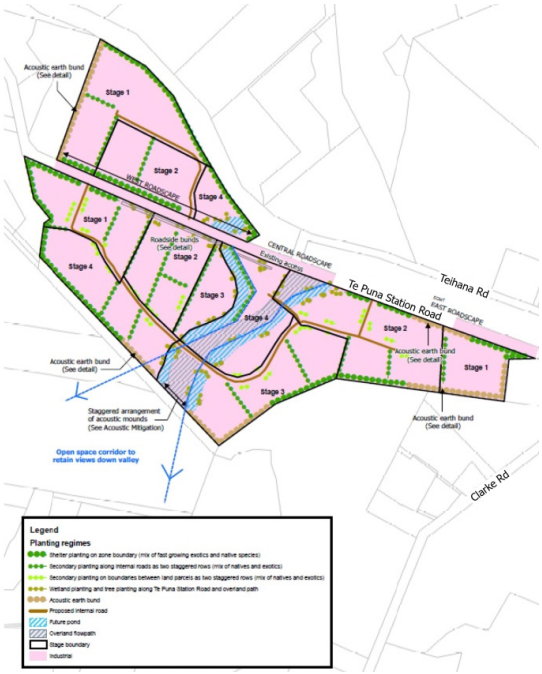


Figure 31: Te Puna Business Park Structure Plan.

Plan Change 93 to the current District Plan - Te Puna Springs 2022 (Commercial)

Plan Change 93 was a private plan change request to rezone approximately 6ha of land on the northern side of State Highway 2, from Rural to Commercial to establish a "Te Puna Springs" Structure Plan under the Commercial Zone. The rezoning provides for further business activities to service the Te Puna community.

Due to the rezoning to Commercial Zone, the applicant prepared a Structure Plan to show how the land could be developed and serviced and identify particular requirements specific to this site. Any future development within the site would then need to be in accordance with the Structure Plan along with the existing Commercial Zone rules. The proposed Structure Plan Map identifies the future road access, landscape buffer area, height limits, stormwater areas, greenspace and existing and proposed utilities/services. The final Structure Plan maps are located in the District Plan and on the Planning Maps and in Appendix 7 – Structure Plans. The Plan Change was made operative on 24 December 2022.

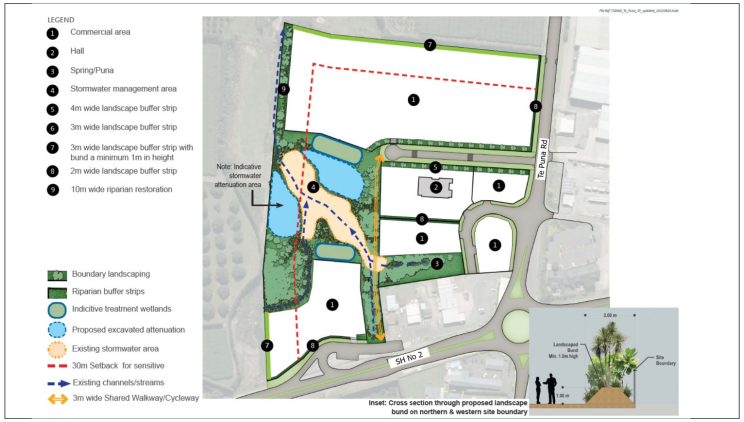


Figure 32: Te Puna Springs Structure Plan.

Newnham Park

37 Newnham Park Road is an existing agricultural hub known as "Newnham Park - Horticulture Innovation Centre" which was established through resource consent. It also has a new resource consent application lodged for expansion of this agricultural business hub to redevelop part of the existing rural industrial site and to extend the operational levels of activity. The site is used as a research, analytical and packhouse facility with several office buildings. The site had various additions since the 1980s.

The site was occupied by several tenants who operated from seven existing buildings on the site. The proposal in the new resource consent application is to expand the agricultural support and innovation business park on the same site. The new resource consent application will supersede the existing resource consents for the site.

The activity is currently operating with approximately 90 staff which exceeds the existing consented number of 42 staff. The proposal is for 75 staff in total and alterations to site layout and buildings as described below.

The application proposes the co-location of businesses that are agriculturally related or that serve the agricultural industry, and which fall into one of the following categories:

- Research, education, innovation, and technological activities.
- Management/administration activities such as marketing, computer systems, distribution.
- Processing of agricultural produce.
- Storing of agricultural produce and products.

A hearing for the application was held in mid 2025 and the consent was granted subject to conditions.

Te Puna Hospital

Council is currently processing a consent for a large-scale hospital development located on 15e Minden Road, Te Puna. The site is predominantly zoned rural with some commercial zoning but not where the activity itself is being proposed.

The applicants are proposing that the hospital will be made up of two buildings comprising of the following:

- A 3-Theatre, 30-bed main building for elective surgery. The current demand is for ear, nose and throat and gynecological procedures.
- An orthopedic and spine clinic. This building will accommodate 3-4 day stays with the first floor comprising of a medical motel.

The application was approved in December 2025 with consent conditions to comply with.

Appendix 1 - Previous Community Engagement

A range of feedback from the community of the Te Puna and Minden area has been received over the past several years. Council acknowledges that we have received a wealth of information from the community through various community engagement mechanisms. This feedback has been reviewed and assessed for information as part of data gathering for the baseline report.

The community feedback from residents of Te Puna and Minden has been sourced from the Te Puna Community Plan 2017, Your Place tō Wāhi 2022 (pre-engagement for the District Plan review), Annual Plan 2023, SmartGrowth Strategy 2024-2074, Long Term Plan 2024 and the Kaimai Reserve Management Plan 2025.

- The Te Puna Community Plan (TPCP) was a community initiative that was initiated by members of the community and supported by Council in 2017. An external submission process was not undertaken (due this being community run), but feedback was sought from a community meeting and internal Council feedback was sought to support the TPCP end report.
- The Your Place Tō wāhi - pre-engagement for the District Plan review in 2022 involved a six-week pre-engagement phase. 1142 survey responses were received and 86 of those responses were from Te Puna residents.
- The Annual Plan 2023/2024 received 332 submissions, five of which were from Te Puna or Minden residents and two were from local or relevant organisations/businesses.
- The SmartGrowth Strategy 2024-2074 received 86 submissions during consultation in 2023 to support direction of growth and investment in the Western Bay of Plenty sub-region.
- Early engagement on the Long-Term Plan in 2023 focused on the 12 main neighbourhoods within the Western Bay of Plenty District. Council worked with community leaders to focus on the questions they felt were most relevant to their individual community. For Te Puna and Minden, this included public transport and traffic congestion, impacts from the Industrial Zone, and the environmental impacts of chemical sprays used in agriculture. 241 responses were received from Te Puna and Minden residents.
- The Long-Term Plan received 588 submissions through formal consultation in June 2024. The potential closure of Te Puna Station Road was a key consultation topic through this engagement. 73 submissions were from Te Puna and Minden residents and six were from local or relevant organizations/businesses – Federated Farmers Bay of Plenty, New Zealand Kiwifruit Growers, Royal Forest and Bird, Te Puna Heartlands, Te Puna Quarry Park and Tawhitinui Marae Trust.
- The Kaimai Reserve Management Plan received 69 submissions through formal consultation in May 2025. Five submitters were individuals or organisations from Te Puna, including Pirirākau Tribal Authority, Te Puna Quarry Park Society and Friends of I'Anson Bush Reserve.

These submissions and supporting reports have been used to represent the Te Puna and Minden community voice.

People and Community

Cultural identity is important to the Te Puna and Minden communities. It was often stated how the Māori and French history should be reflected within places of interest within the community. It was also important that community groups (environmental and social) are supported by Council.

Quote from feedback on Your Place Tō wāhi 2022 - *"If we want all New Zealanders to embrace our heritage and history, we need to be informed of the stories and significance of places buildings and structures to help us engage. So, bringing history to life."*

Community Facilities

The most requested community facilities were a library facility, sports facilities (or upgrades to current ones), a swimming pool and the Te Puna Memorial Hall, which was upgraded in 2020. The maintenance and improvements for parks and active reserves were important to the community. Tourist destination facilities, increased health services and an additional community and cultural facility were also discussed.[54]

Quote from feedback on Your Place Tō wāhi 2022 - *"The bike track at Te Puna School is an amazing community addition. It is also great to hear of a new playground proposed."*

Environment and Natural Hazards

Key environmental concerns for the community include water and air quality, pest eradication, and spray use and the potential effects this may have on people and the environment. Further support to community groups that take care of the environment was requested. Wetland restoration and wastewater management was an important topic for the community. Severe weather conditions due to climate change were a key concern for the Te Puna and Minden communities – specifically regarding land slips, flooding, coastal erosion and coastal inundation. The community thought it was important to be well informed and in a state of readiness for these weather extremes. Royal Forest and Bird echoed these sentiments with the addition of applying nature-based solutions to these issues.

Quote from Your Place Tō wāhi 2022 - *"Sea level rises must be planned for considering large amount of coastline in area."*

Quote from feedback on the draft SmartGrowth Strategy consultation 2023 - *"Te oranga o te tangata, he whenua./he taiao – The health of the people is drawn from the land/environment."*

Land Use

There were identified concerns for the industrial area within Te Puna. Some community members were concerned with heavy traffic and the environmental impacts that can be associated with the Industrial Zone, while others were concerned that community members did not understand the importance of the industrial area and the associated activities within it.

The importance of retaining the rural characteristics of the area and creating an official 'greenbelt' between the Tauranga and Ōmokoroa urban communities was an important and reoccurring theme throughout all four submission documents.

Quote from feedback on Your Place Tō wāhi - *"[Concern was given for the] Development alongside te awa Wairoa which is the burial place of Tutereinga and a wāhi tapu."*

A common concern was the development of housing around the Wairoa River. This concern came from both a climate change perspective (rising water levels and extreme weather events) as well as a cultural concern (as the Wairoa River is culturally significant to Māori in the area).

The Te Puna and Minden community had many strong reservations about the Te Puna Business Park located on Te Puna Station Road. Many submitters felt that it was in an inappropriate location for this kind of business as the area is susceptible to flooding, should be restored into wetlands and the road is not designed for heavy vehicles. Te Puna Heartlands and other submitters draw attention to the lack of attention to the retail development at Te Puna Springs.

Quote from feedback received on Your Place Tō wāhi - *"Te Puna can be the Matakana of Tauranga. It should NOT become an industrial park for Tauranga and Ōmokoroa".*

Quote from feedback received on Annual Plan 2023/24 - *"Due to recent flood experience in the area it is likely that the few affected property owners may be open to wetland restoration."*

Housing

The importance of creating and upgrading homes so they are 'safe and healthy homes' was important for the Te Puna and Minden communities. Alongside these items, creating homes that were fit for purpose for both the ageing population and those who need emergency and transitioning homes were deemed important. The request for reducing financial contributions (FINCOs) to include more than ten houses for papakāinga housing was suggested a couple of times from submitters.

During the SmartGrowth consultation, feedback was collated from a combined Tangata Whenua forum to provide feedback on housing and growth. Affordable housing was a priority, alongside the ability for Māori to provide housing on their whenua.

Quote from feedback on the draft SmartGrowth Strategy 2023 - *"Māori are already overrepresented in the worst statistics relating to employment, income, housing and homelessness."*

Economic

The community has voiced that the Council's best economic role is to support others to deliver economic development, specifically education, career opportunities for young people, attracting industry to the District and economic sustainability initiatives.

Through the Long-Term Plan 2024, proposed rates increases were a concern and the preferred option to reduce rates was to spread out projects over future years.

Transport

Congestion, speed and safety concerns on SH2 (and supporting rural roads) are dominant transport community concerns. Alongside these, the heavy vehicles use on rural roads were a concern for safety and the impact on the quiet enjoyment of the local residents. Speed reduction was important to community members – notably on Snodgrass Road and Te Puna Road. Other significant issues included a lack of footpaths and cycleways.

The bus service (timetables and routes) between Te Puna and Minden and Tauranga was of significant concern for the community.

One of the most controversial topics was whether or not to close Te Puna Station Road (due to instability and the high costs associated with reopening the road).

A slight majority were in favour of this road closure, on the caveat that the alternative route of Clarke Road and Te Puna Road have considerable upgrades to sustain more traffic and increase safety for vehicles, cyclists and pedestrians.

Wastewater

One of the ongoing legacy issues for wastewater was the non-performing septic tanks that are common on older properties in the area. The community were concerned that the three waters infrastructure would be resilient and have capacity for future development and climate change pressures.

Quote from feedback on Annual Plan 2023/24 - *"We submit that the work currently under way on the Minden Urban Catchment Management Plan should be well-connected with these two other projects, in an effort to ensure an integrated solution that takes full account of the risks of more volatile weather events and other consequences of climate change."*

Consultation and Representation

The community indicated that they felt Council and community boards did not represent the community. The suggested improvements for these issues included better communication methods and having representatives from more diverse backgrounds. Community members were keen to be involved in consultation processes.

Tawhitinui Marae Trust is supportive of Council's strategic direction of building Te Tiriti based relationships with Tangata Whenua.

Appendix 2 - Population and Dwellings Tables

Census 2023

POPULATION	Te Puna		Minden		TOTAL	
Population	3,024		2,367		5,391	
Median Age years	48.1 years		43.8 years		46.0 years	
0-14 years	17%	525	20%	465	18%	990
15-29 years	15%	444	15%	348	15%	792
30-49 years	21%	624	24%	561	22%	1,185
50-64 years	27%	810	23%	546	25%	1,356
65+ years	21%	624	19%	441	20%	1,065
European	77%	2,319	91%	2,148	83%	4,467
Māori	30%	915	13%	309	23%	1,224
Pacific	4%	111	2%	36	3%	147
Asian	3%	87	3%	75	3%	162
Other	1%	45	2%	51	1%	27
Partnered	59%		66%		62%	
Employed	66%		67%		67%	
Personal income	$42,500		$47,800		$45,150	

DWELLINGS	Te Puna		Minden		TOTAL	
Total Dwellings	1,164		888		2,052	
Occupied	91%	1,059	91%	807	91%	1,866
1 Bedroom	11%	120	7%	54	9%	174
2 Bedrooms	12%	126	10%	84	11%	210
3 Bedrooms	29%	306	30%	243	30%	549
4 Bedrooms	34%	360	35%	282	35%	642
5+ Bedrooms	13%	138	17%	138	15%	276

HOUSEHOLDS	Te Puna		Minden		TOTAL	
Total Households	1,047		804		1,851	
Avg. No. Residents	2.7		2.8		2.8	
1 Family	71%	708	76%	585	73%	1,293
2 Families	5%	48	5%	39	5%	87
3+ Families	0%	3	0%	3	0%	6
Multi-Persons	3%	30	4%	27	3%	57
1 Person	21%	210	15%	114	18%	324
Owned/Trust	76%	798	83%	666	79%	1,464
Rented	24%	246	17%	135	21%	381
Couple No Kids	47%	387	47%	312	47%	699
Couple With Kids	38%	312	45%	303	41%	615
1 Parent With Kids	14%	117	8%	54	12%	171
Household Income	$101,200		$122,700		$111,950	
Crowded	6%		3%		4%	
Weekly Rent (HUD, June 2025)	$602		$615		-	
Median Sale Price (HUD, June 2025)	$1,361,771		$984,750		-	

Dwelling Consents and New Lots 2018 - 2025

DWELLING CONSENTS ISSUED	Te Puna	Minden Lifestyle	Minden Rural	TOTAL
2018	8	28	3	39
2019	5	26	1	32
2020	1	13	9	23
2021	7	22	1	30
2022	7	31	7	45
2023	8	22	0	30
2024	7	7	1	15
2025	7	15	2	24
TOTAL	**50**	**164**	**24**	**238**

NEW LOTS CREATED	Te Puna	Minden Lifestyle	Minden Rural	TOTAL
2018	2	27	10	39
2019	7	18	2	27
2020	0	17	7	24
2021	5	23	0	28
2022	0	14	0	14
2023	1	3	0	4
2024	1	8	0	9
2025	1	2	0	3
TOTAL	**17**	**112**	**19**	**148**

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Baseline Report
February 2026

Waihī Beach, Bowentown and Athenree Spatial Planning

Western Bay of Plenty District Council

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Term	Description
Blueprint	Report from the Expert Advisory Group on Resource Management Reform. Blueprint for resource management reform – a better planning and resource management system 2025.
BOPRC	Bay of Plenty Regional Council - Toi Moana
District	When District is referred to, it means the jurisdictional area of Western Bay of Plenty District Council.
FDS	Future Development Strategy – The FDS is required by Central Government to plan and manage growth. It is a spatial document that shows where the sub-region will grow over the short, medium and long term. The FDS is located with the SmartGrowth Strategy.
HBA	A Housing and Business Development Capacity Assessment is a report that local authorities prepare to determine if there is enough suitable land for new homes and business growth to meet future needs.
HPL	Highly Productive Land as it is referred within the National Policy Statement for Highly Productive Land 2022 (amended August 2024).
NZTA/Waka Kotahi	New Zealand Transport Agency responsible for state highways.
RMA	Resource Management Act 1991
SmartGrowth	SmartGrowth is a collaboration of Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council – Toi Moana, Tangata Whenua, Priority One and Central Government agencies. SmartGrowth is focused on planning for the future growth of the sub-region.
SmartGrowth Strategy	The SmartGrowth Strategy is a plan for the Western Bay of Plenty sub-region of New Zealand to manage its growth and development.
Sub-region	The sub-region is used to describe the jurisdictional/ and geographic area of Western Bay of Plenty District Council and Tauranga City Council. Also referred to as the Western Bay of Plenty sub-region as opposed to the whole of the Bay of Plenty region.
TCC	Tauranga City Council
TNL	Takitimu North Link
UFTI	Urban Form and Transport Initiative - UFTI focused on supporting liveable community outcomes, finding answers for housing capacity, intensification, multi-modal transport (such as public transport and cycleways).
WBOPDC	Western Bay of Plenty District Council

Purpose of the Baseline Report and Spatial Plan

The purpose of this baseline report is to provide relevant information on the history and context of Waihī Beach, Bowentown and Athenree areas with the intent of informing a future Spatial Plan.

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council. Ultimately, it will help to determine what the area looks like in 30+ years' time and maps out how we get there. For a full description of the geographical extent of the Waihī Beach, Bowentown and Athenree areas see Section 5 – Geography.

The spatial plan will be prepared to inform the upcoming regional or sub-regional spatial plan (the Western Bay of Plenty sub-region is the area made of Western Bay of Plenty District Council (WBOPDC) and the Tauranga City Council (TCC) area) as identified in the government's 'Blueprint for resource management reform – A better planning and resource management system'.[1] The Blueprint, prepared by an expert advisory group, recommends the development of regional spatial plans to regionally identify the spatial implications of constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Spatial plans are also being prepared for Te Puke, Katikati, and Te Puna and Minden.

In accordance with what has been broadly identified in the Blueprint the scope of the spatial plan includes (but is not limited to) the following:

Housing

We need to think about housing in terms of ensuring:

- Sufficient future development capacity, making sure that we have enough land zoned to meet future demand for housing.
- Housing demand and needs are understood and the local housing system is responsive to those needs.
- Consistency with the government's Going for Housing Growth programme and the National Policy Statement on Urban Development (NPS-UD) objective for well-functioning urban environments).

Infrastructure Corridors

Existing and planned infrastructure corridors and strategic sites. This may also include opportunities to make better use of infrastructure.

Social Infrastructure

Other infrastructure services that may be needed to serve future urban areas such as schools, open space and community facilities.

Constraints

There are a number of constraints potentially affecting the use and development of land, including:

- Significant values include (but not limited to) significant natural areas, outstanding natural features and landscapes, historic and cultural heritage features, and implications of environmental limits and other restrictions (consistent with national direction).
- Natural hazards; e.g., flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami.
- Other constraints e.g. highly productive land, peat soils and elevation above sea level.

1 Blueprint for resource management reform - A better planning and resource management system

Potential Future Zoning

Where necessary, existing and planned uses may require separation from incompatible activities, such as separating housing or other sensitive uses from heavy industrial land, quarries, or ports. We also need to understand the pattern of residential, lifestyle, rural, commercial, industrial, and other development types to identify and separate any incompatible activities.

Tangata Whenua Aspirations

As we will partner with Tangata Whenua, in particular iwi/hapū representatives who have interests in the areas of Waihī Beach, Bowentown and Athenree, understanding Tangata Whenua aspirations in their rohe will be important. Sites and Areas of Significance to Māori (SASMs) will also be explored.

The spatial plan will be progressed with a high level of community involvement and will integrate thinking that can bring about a vision for the Waihī Beach, Bowentown and Athenree area that brings Tangata Whenua, the community, landowners and stakeholders together.

Challenges and Opportunities

The primary challenges and opportunities for the Waihī Beach, Bowentown and Athenree area that are expected to be explored through engagement and development of draft spatial plans include:

- The effects of natural hazards on the existing residents and future development.
- Infrastructure needs, including stormwater and wastewater.
- Culturally significant land and Tangata Whenua aspirations, with a focus on environmental kaitiakitanga, marae resilience, and cultural heritage enhancement.
- Balancing growth while preserving character and potential future residential development.
- Visitor infrastructure, social services, and improved public amenities.
- The need for industrial land and its suitable placement or location.

The above issues in one way or another are all impacted by climate change. Climate change is putting increasing pressure on our natural environment, wellbeing, safety, security, economic prosperity, and cultural identity. This critical issue and its impact on the Waihī Beach, Bowentown and Athenree area will be discussed throughout this report.

The Waihī Beach, Bowentown and Athenree Spatial Plan will be developed in partnership with Tangata Whenua and with the support and oversight of Council's Strategy and Policy Committee comprised of elected members. Consultation and engagement in the development and refinement of the spatial plan will be primarily led by the community. More information on the communication and engagement approach can be found at www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Waihī Beach, Bowentown and Athenree Spatial Plan Location

Spatial plans don't typically have hard defined boundaries. Boundaries may come in the form of jurisdictional boundaries between councils, geographical boundaries, ward boundaries, statistical areas, postcodes, rohe, resource catchment boundaries etc. Spatial plans aim to address high level long term strategic planning matters that may cross boundaries where it makes sense to.

The Waihī Beach, Bowentown and Athenree Spatial Plan generally includes the area depicted in Figure 1 on the next page.

Surrounding Areas of Influence

While the spatial plan location is Waihī Beach, Bowentown and Athenree, those that live in the adjoining rural area of Waiau will also rely on the services and facilities in these urban areas. Residents in Waihī Beach, Bowentown, Athenree and Waiau will also depend in part on the nearby towns of Waihi (11km north) and Katikati (20km south) for a wider range of services and facilities. For example, they will need these areas for their supermarkets and schools. Those living in Waihi town also regularly visit Waihī Beach with it being the nearest beach as well as visiting Bowentown for boating access to the Tauranga Harbour.

The rural area adjoining Waihī Beach is mostly suited for general farming with horticultural land use only being present further south towards Athenree.

It is not intended for Waiau to be considered for future long-term planning as the main focus for future planning is the urban areas of Waihī Beach, Bowentown and Athenree.



Sand dune protection signs around Waihī Beach.

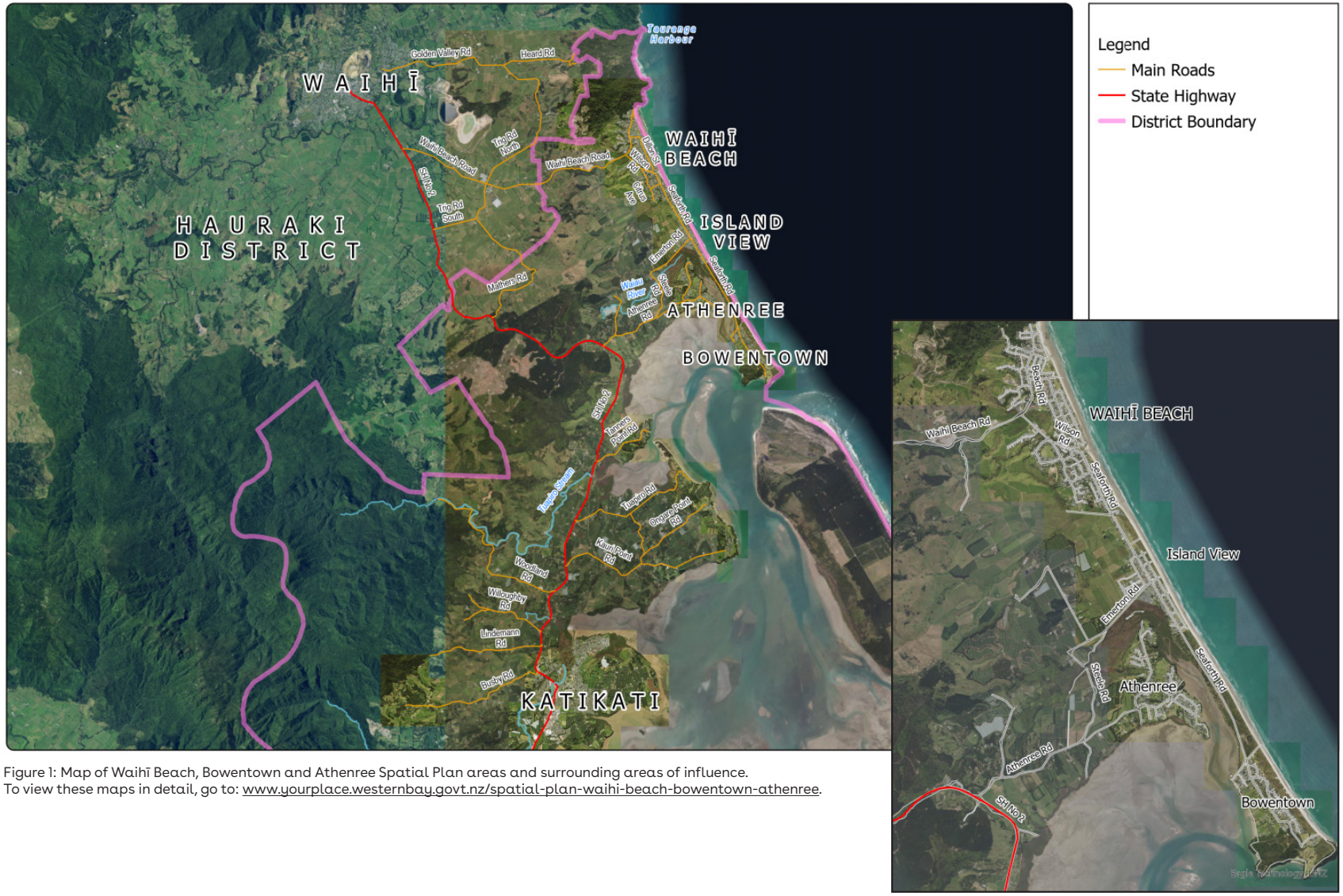


Figure 1: Map of Waihī Beach, Bowentown and Athenree Spatial Plan areas and surrounding areas of influence.
To view these maps in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Strategic and Regulatory Framework

The strategic context for the spatial plan area is discussed to highlight the complexities of the area, and to clarify how the Waihī Beach, Bowentown and Athenree Spatial Plan will work alongside other important planning and strategic documents.

Various strategic planning studies and documents affirm the importance of Waihī Beach, Bowentown and Athenree as:

- An area where urban growth needs to be considered in relation to the constraints of the locations.
- A geographical location which should be connected to and considered within the wider transportation network with other urban centres of the Western Bay of Plenty sub-region.
- A culturally significant landscape.

Resource Management Act 1991 (RMA) and Resource Management Reform

The RMA serves as the foundation for developing a spatial plan, aiming to promote sustainable management of natural and physical resources. It defines 'sustainable management' as the use, development, and protection of these resources to support environmental, social, economic, and cultural well-being. The Act governs air, soil, freshwater, coastal areas, land use, and infrastructure, requiring documents like District/City Plans, Regional Policy Statements, National Policy Statements, and National Environmental Standards to align with and give effect to its principles, thereby shaping New Zealand's development.

On 24 March 2025, the Government announced the Blueprint for Resource Management Reform (RM Reform), aiming to replace the RMA. The Government aims to replace the current RMA by the end of this parliamentary term, with draft legislation proposed at the end of 2025 through the Planning Bill and Natural Environment Bill. The proposed replacements to the RMA will provide new laws that balance property rights with environmental protection. Submissions to these Bills closed on 13 February 2026.

The government's objectives for reform are to increase housing and business development capacity, support infrastructure growth, double renewable energy, and promote primary sector growth. It aims to safeguard the environment and public health, adapt to climate change, and improve regulatory quality in the resource management system while upholding Treaty of Waitangi settlements.

The new planning system is proposed to streamline the resource management system by focusing on property rights and environmental impacts. Two distinct laws will be created: one for environmental management and another for urban development.

The reform emphasizes setting clear environmental limits, enhancing national standards to reduce the need for consents, and shifting focus from initial approvals to enforcement. It aims to lower infrastructure costs through spatial planning and joint regional plans, provide rapid, low-cost dispute resolutions, and ensure processes are faster, simpler, and respectful of Treaty of Waitangi settlements.



Two Mile Creek, Waihī Beach.

Spatial Plans in the New Planning System (Resource Management Reform)

The Blueprint sets out that spatial planning has a vital role to play in the new planning system. Spatial plans will provide long-term, strategic direction to simplify and streamline the system. This will allow development within constraints, and better align land use, infrastructure planning, and investment. It is recommended by the Expert Advisory Group (EAG) in the Blueprint document that spatial plans have statutory weight which is a significant shift. The regional spatial plan will provide guiding policy direction that decision makers will need to give effect to.

Regional spatial plans will broadly identify future urban development areas, major existing and future infrastructure and where separation of incompatible activities may be required. It needs to identify the spatial planning implications of environmental constraints such as hazards, Significant Natural Areas, Outstanding Natural Features and Landscapes and highly productive land and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed. The intention is that spatial plans should be pragmatic and appropriate to the scale and complexity of planning issues.

It is recommended that each region be required to have a spatial plan but that there is flexibility for each region to determine the appropriate scale, and therefore local authorities may choose to scale the plans to focus on sub-regions. Spatial plans will need to be jointly prepared by the relevant regional council and region's local authorities, working with the Crown, Māori, infrastructure providers, stakeholders and communities.

Early indications suggest that our existing SmartGrowth Strategy is a good starting point for our sub-regional spatial plan, although there will likely be some areas that require further focus/ refinement and greater local context.

The recommendations in the EAG report relating to spatial plans have now been formally proposed in the Planning Bill.

National Policy Statement for Urban Development (NPS-UD)

The NPS-UD as it stands (August 2025) is about ensuring New Zealand's cities and towns are well-functioning urban environments that meet the changing needs of our diverse communities. The Western Bay of Plenty District Council is classified as a Tier 1 local authority under the NPS-UD due to the rapid growth of the district and sub-region. That means that Council has obligations under the NPS-UD to ensure the provision of sufficient land for development for the short, medium and long term growth.[2] The government plans to consult in 2025 on how the NPS-UD will be incorporated into the new planning system.

Going for Housing Growth

The Going for Housing Growth programme (GFHG) is part of the Government's broader plan to tackle New Zealand's housing shortage. It is about enabling more homes to be built. GFHG is structured around three pillars that make system changes to address the housing shortages. These are: Freeing up land for urban development, including removing unnecessary planning barriers, improving infrastructure funding and financing to support urban growth and providing incentives for communities and council to support growth. This could require housing growth targets, enabling greenfield growth and housing intensification in the right places.

New Zealand Coastal Policy Statement (NZCPS)

The New Zealand Coastal Policy Statement (NZCPS) is essential for managing the country's coastal environment, balancing growth and environmental protection. It promotes sustainable use and development while safeguarding natural resources, water quality, and ecosystems. The NZCPS also highlights the importance of cultural and heritage values, particularly those pertaining to the Māori community.

By planning for growth with a focus on sustainability, the NZCPS ensures that development does not compromise the coastal environment. It provides guidance for regional and local governments, helping shape policies that align with national objectives and future-proof infrastructure against environmental impacts and climate change.

National Policy Statement on Highly Productive Land (NPS-HPL)

The National Policy Statement for Highly Productive Land (NPS-HPL) was designed to protect New Zealand's valuable land resources that are ideal for agriculture and horticulture. Its main objectives are to prioritise the sustainable use of productive land, prevent its unnecessary conversion into urban or non-productive uses, and ensure it is available for primary production to meet future needs. The NPS-HPL aims to manage urban growth strategically and maintain food security by preserving high-quality soil and farming capabilities. It guides local councils in planning and decision-making to align with these national priorities. Highly Productive Land (HPL) is defined by a number of factors namely the Land Use Capability Class of 1 to 3 (LUC 1 to 3).

2 National Policy Statement on Urban Development

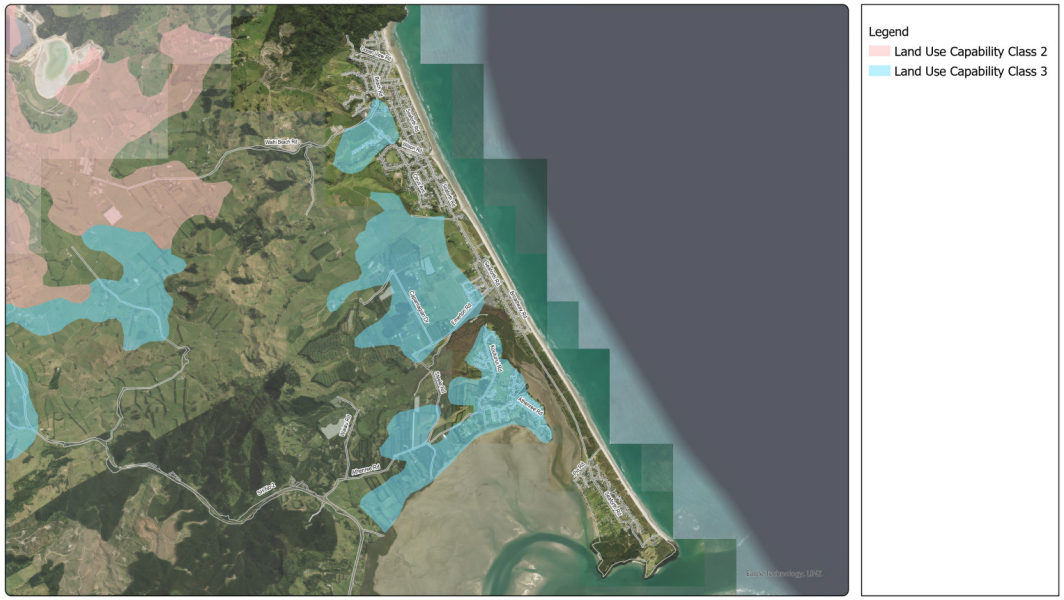


Figure 2: Highly Productive Land.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

The majority of the HPL located in the Waihī Beach – Bowentown and Athenree Spatial Plan area is a portion of LUC 3 land surrounding the Waihī Beach township and the Athenree peninsula. There is no LUC 1 land in the area and very little LUC 2. This is identified on the Bay of Plenty Regional Council Toi Moana Highly Productive Land Web Map and captured in Figure 2.[3]

Through the RM Reform programme, the government is proposing to remove LUC 3 Land from the definition of HPL and bring in a new classification for land called a Significant Agricultural Area (SAA). How these SAAs will be determined, at the time of writing this Baseline Report, is not yet fully understood as there is no criteria proposed.

However, their purpose would be to identity and protect land which is important for primary production even if not classed as LUC 1 or 2.

The NPS-HPL will be incorporated into the new resource management system, and it is likely that much of the existing HPL (being LUC 3 soils) may not be defined as HPL in the new resource management system/updated NPS-HPL. Changes to the NPS-HPL are expected to align with the replacement resource management legislation.

SmartGrowth

SmartGrowth was launched in 2000 and is a collaboration between representatives from TCC, WBOPDC, BOPRC, Tangata Whenua and central government. The strategic vision and direction of the SmartGrowth partnership was to form a unified approach to growth and development in the Western Bay of Plenty sub-region.

The Western Bay of Plenty sub-region is one of the fastest growing areas in New Zealand.

It has grown significantly over the past 60 years and has continued to grow due to the lifestyle and economic opportunities it presents. The vision set out by SmartGrowth is that the Western Bay is a great place to live, learn, work and play.

Over the last decade SmartGrowth has led or contributed to several initiatives that feed into the SmartGrowth Strategy 2024-2074. These include the SmartGrowth Strategy Review 2013, The Proposed Future Development Strategy 2018, Urban Form Transport Initiative (UFTI) Connected Centres 2020, Western Bay of Plenty Transport System Plan, Interim Joint Spatial Plan 2021 and Tangata Whenua Spatial Planning.

3 Bay of Plenty Regional Council Highly Productive Land Web Map

Urban Form Transport Initiative (UFTI) 2020

The Urban Form and Transport Initiative (UFTI) was a collaborative project led by SmartGrowth and Waka Kotahi and involved WBOPDC, TCC, the BOPRC, Tangata Whenua, and community leaders. It is a commitment to developing a refreshed, coordinated and aligned approach to key issues across the Western Bay of Plenty sub-region such as housing, transport and urban development. UFTI focuses on supporting liveable community outcomes, finding answers for housing, intensification, multi-modal transport and network capacity.

UFTI – Connected Centres Programme

Waihī Beach is acknowledged in UFTI in the Connected Centres Programme. The Connected Centres Programme is a strategic framework designed to improve the integration of urban planning and transport systems. Its primary goal is to create a more interconnected region by enhancing the accessibility and connectivity between different urban centres. This initiative aims to support sustainable growth, improve liveability, and enhance economic opportunities by aligning transport investments with land use planning. The programme focuses on creating efficient transport networks that facilitate the movement of people and goods, thereby contributing to the overall resilience and functionality of urban areas.

UFTI/the Connected Centres Programme identified the following actions needed to address relevant issues in Waihī Beach – Bowentown and Athenree:

- Review timing and sequencing of new greenfield sites on the northern corridor in light of further technical work and adjust spatial plan as appropriate.
- Deliver social and community infrastructure to support planned growth in the northern corridor.
- Capitalise opportunities for social and affordable housing with a short-term focus on certain areas.

SmartGrowth Strategy 2024-2074[4]

The SmartGrowth Strategy 2024-2074 has been recently developed to proactively plan for and manage future growth in a way that supports Tangata Whenua values and aspirations, delivers on the Government's Urban Growth Agenda (UGA), builds on the SmartGrowth vision and UFTI.

The SmartGrowth Strategy builds on the work of Connected Centres as the preferred spatial scenario for the sub-region. The Connected Centres programme forms the basis of a number of planning and policy approaches in the sub-region. The Settlement Pattern in the SmartGrowth Strategy sets out how, where and when development will occur within the Western Bay of Plenty sub-region.



The Future Development Strategy

The Future Development Strategy (FDS) was developed by SmartGrowth (as part of the SmartGrowth Strategy 2024-2074) in response to the NPS-UD.[5] This was to ensure that the Councils in the sub-region were able to provide sufficient development capacity to meet the requirements of NPS-UD. The connected centres approach was adopted to deliver a planned approach to development that would give greater housing and transport choices whilst achieving a balance between greenfield development and intensification.

SmartGrowth Funding & Implementation Plan

The SmartGrowth Strategy has a separate Funding and Implementation plan for three years. The Funding and Implementation Plan contains the agreed upon actions that will be progressed by SmartGrowth and its partners. There are no agreed actions specific to the Waihī Beach – Bowentown and Athenree area. However, there are a number of more general actions which may be relevant. For example, the commercial centres strategy and delivering 30 years of housing capacity across the District.

4 SmartGrowth Strategy 2024-2074

5 SmartGrowth Strategy 2024-2074

SmartGrowth Housing and Business Capacity Assessment 2022[6]

TCC, WBOPDC, and BOPRC produced a Housing and Business Capacity Assessment (HBA) as per the NPS-UD. This is due to the rapid population growth in the region, with expectations of reaching 282,900 people over the next 30 years, demanding more land for housing and employment.

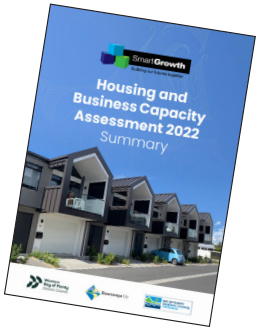
Currently, it is estimated that 37,000 to 43,000 new homes will need to be built in the Western Bay of Plenty sub-region within 30 years to meet the rising housing demand. This includes a need for 30,000 to 34,000 new houses in Tauranga City, and 7,000 to 9,000 in the Western Bay of Plenty District. There is a recognised shortage in housing across short, medium, and long-term timeframes due to infrastructure and policy challenges.

As part of New Zealand's "golden triangle" (Auckland, Hamilton and Tauranga) the Western Bay of Plenty sub-region plays a crucial role in national economic activity, with specific advantages like the Port of Tauranga enhancing business prospects. The SmartGrowth Business Capacity Assessment (BCA) is tasked with ensuring sufficient business land to support economic growth, evaluating land needs from 2021 to 2051.

The assessment showed that there is currently sufficient capacity for industrial and commercial growth within the District, largely driven by new greenfield areas, such as the Rangiuru Business Park, however within the sub-region there is not enough currently zoned industrial land in the long term (30 years). The region's economic outlook is supported by proximity to major markets and infrastructural landmarks, with planned developments expected to fulfill future demands.

However, if greenfield projects do not proceed in a timely manner, capacity sufficiency may be challenged.

The HBA outlines the capacity of the District's urban growth areas including Waihī Beach. The document estimates that the remaining capacity for this area in June 2025 is 12%[7] of plan enabled land remaining. Into the long term the HBA notes that the development in what is called the "Generation 4" areas (an addition of less than 500 dwellings, although the SmartGrowth FDS estimates 2,300 could be possible at 30 dwellings/ha) is not yet plan enabled and needs to be investigated due to possible high infrastructure costs and natural hazards. Generation 4 is shown on the below map, noting that these areas are also identified in the 2009 Waihī Beach Community Plan (See Section 7 - Housing and Land).



6 SmartGrowth Housing and Business Capacity Assessment 2022 Summary

7 SmartGrowth Housing and Business Capacity Assessment 2022 Summary (page 97)

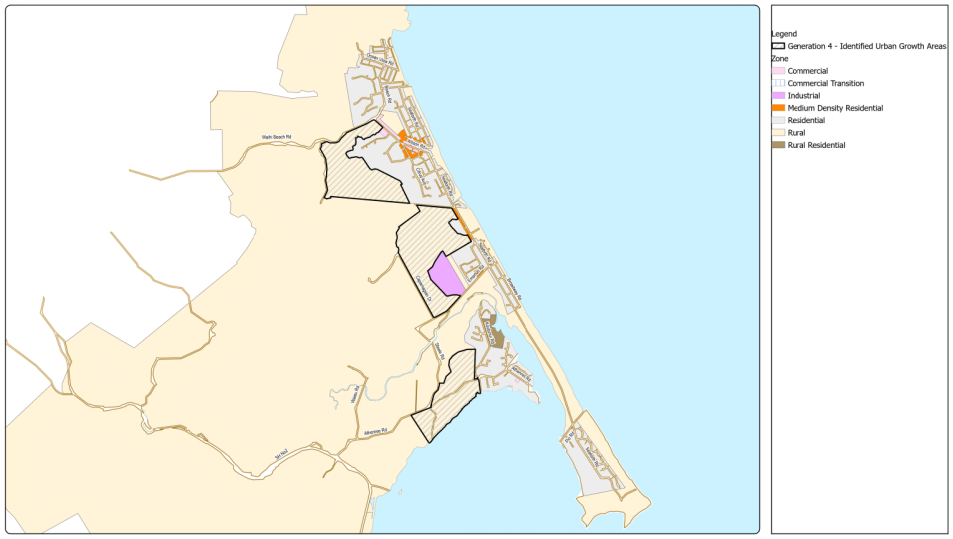


Figure 3: Generation 4 - Future growth areas identified in HBA.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Regional Policy Statement and Regional Plans

The Bay of Plenty Regional Policy Statement (RPS) provides an overview of the resource management issues of the region and contains objectives, policies and methods to achieve integrated management of the natural and physical resources of the region. It provides specific direction for addressing matters such as urban and rural growth management, air quality, the coastal environment, energy and infrastructure, geothermal resources, natural hazards and water quality and quantity. Under the RMA, councils must give effect to the RPS when preparing Regional or District Plan reviews or plan changes, which would mean that any spatial plans to inform such changes would need to have this purpose in mind. Moving forward, under RM Reform, the Government has signaled that regional policy statements will be eliminated and partially replaced by the requirement to prepare spatial plans.

There are a number of regional plans for the Bay of Plenty. These plans set out how natural and physical resources are to be managed and contain rules which either permit, (subject to limits), require resource consent for or prohibit certain proposals in relation to the use of resources. The regional plans which apply to the Western Bay of Plenty District are:

- Regional Natural Resources Plan (including earthworks, stock control, geothermal, wetland protection, discharges of contaminants to water and land, and taking and use of water)
- Regional Coastal Environment Plan
- On-Site Effluent Treatment Regional Plan
- Regional Air Plan
- Civil Defence Emergency Management Group Plan
- Regional Land Transport Plan (see Section 9 - Transportation)
- Regional Public Transport Plan (see Section 9 - Transportation)
- Regional Pest Management Plan

As required by the RPS, the Regional Council has commenced the preparation of a draft geothermal system management plan for the Tauranga geothermal system. This system spans much of the Western Bay of Plenty subregion. This plan will provide operational guidance (not rules) but will inform future changes to the Regional Natural Resources Plan. The plan will focus on whole system management to ensure the sustainable management of geothermal heat including for the purpose of utilising this resource for economic benefits.

Western Bay of Plenty Council Operative District Plan

Western Bay of Plenty Council Operative District Plan (the District Plan) became operative in 2012. The District Plan provides an overview of the resource management issues of the district and contains objectives, policies and rules to address these issues and help set out how growth and development is managed. It provides zonings to all of the District's land e.g. residential, rural, lifestyle, commercial and industrial to ensure that enough of each is available and is used for its intended purpose. It also identifies features such as ecological, landscapes, heritage and natural hazards that require special consideration.

Within each zone and feature, the District Plan sets out what land use and subdivision activities are permitted or require resource consent. It also sets out what the requirements are for each so that adverse effects on people and/or the environment can be managed. This includes the provision of structure plans for new growth areas which set out specific rules and infrastructure requirements and how these will be funded.

The District Plan is subject to plan changes that are used by Council or by members of the public (private plan change) to update aspects of the District Plan. Plan changes are a public process which involve research, evaluation and consultation. The provisions of District Plans are required to be reviewed every 10 years and therefore it should be noted that the District Plan is currently due for review. Spatial plans are often a tool used as a pre-cursor to District Plan reviews and given the direction signaled through the EAG Blueprint, this is likely to be the approach taken within the new resource management system.

Relevant plan changes are discussed throughout this Baseline Report.

Zones in the Waihī Beach, Bowentown and Athenree area include:

- Rural zone
- Residential zone
- Medium density residential zone (adjoining the commercial transition zone)
- Rural-residential
- Commercial zone
- Commercial transition zone for mixed use
- Industrial zone

Refer to Council's E-Plan (online version of the District Plan) Maps to view these zones further.

Climate Change

Climate change involves long-term shifts in temperature and weather patterns and has far-reaching environmental, social, cultural and economic consequences. Its impact is significant and uncertain in terms of its scale and extent.[8] There are five primary documents that help to shape our understanding and guide us towards climate change actions for our District.

The National Adaptation Plan 2022 (NAP) outlines strategies, policies, and proposals led by the Government to aid New Zealand in adapting to the evolving climate and the associated impacts that this will bring.[9] The long term adaptation strategy sets out how New Zealand will build resilience for an uncertain future by enabling better informed decisions, driving climate-resilient development in the right places and providing adaptation options. The NAP will be updated every six years to identify the climate risks that need to be addressed most urgently.

The SmartGrowth Strategy promotes climate resilient development through the application and integration of three core principles within the Future Development Strategy for the Western Bay of Plenty District. These principles include the integration and enhancement of emissions reductions, climate resilience and, local ecosystems and biodiversity into the connected centres programme. These principles are applied through three growth directives. These include nature-based solutions and water sensitive design which are prioritised for urban areas; the enhancement of coastal, terrestrial and freshwater ecosystems to improve carbon storage; and development and infrastructure are planned to be resilient and adaptive to climate change and natural hazards.[10]

BOPRC commissioned the National Institute of Water and Atmospheric Research (NIWA) in 2019 to analyse projected climate changes for the Bay of Plenty Region and potential impacts of climate change on some environments and sectors within the Bay of Plenty.[11] The findings in this report can be used to support development in the Bay of Plenty so that it is adaptive and resilient to the predicted shifts in weather, temperature and extreme weather occurrences.

The BOPRC's Climate Change Action Plan 2024-2026 sets out the goals, guiding principles and work streams that support the implementation of these goals. The five goals include BOPRC being net zero by 2050; reducing regional greenhouse gas emissions in the region; informing, preparing and adapting the region to climate change; the Western Bay community being aware, engaged and resilient; and the economic transition is enabled.[12]

WBOPDC's Climate Change Action Plan 2021-2031 identifies how climate change will likely affect the District and proposes that likely responses may stem from these changes. The action plan commits to continuing sub-regional collaboration through the natural hazards programme, which includes looking at different scenarios for climate changes and impacts and how they will affect natural hazards. Council's responses to climate change are divided into two categories – mitigation and adaptation. The mitigation responses are focused on transport, housing, electricity and waste sectors, while the adaptation responses are focused on the built environment and the infrastructure that supports this.[13]

8 Bay of Plenty Regional Council - Climate Change Action Plan 2024-26
9 The National Adaptation Plan 2022
10 SmartGrowth Strategy 2024-2074
11 Climate change projections and impacts for the Bay of Plenty Region
12 BOPRC - Climate Change Action Plan 2024-2026
13 WBOPDC - Climate Change Action Plan 2021-2031

The significant and potential impacts that climate change may have on Waihī Beach, Bowentown and Athenree is difficult to predict and prepare for. However, the Bay of Plenty Regional Council contracted Tonkin & Taylor to undertake a climate change risk assessment for the Bay of Plenty[14], inclusive of Waihī Beach and surrounding areas, which provides a strategic framework for understanding regional vulnerabilities. While detailed local-level analysis is limited, the assessment establishes foundational knowledge on climate-induced risks.

The assessment summarises climate risks for the district as including increased temperature, changes in variability and seasonality of rainfall, dryness and drought, extreme weather (wind, storm and frosts), increased fire weather, sea level rise, groundwater rise and salinity stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding. These will impact a wide range of places and activities including settlements and communities, transportation, ecosystems, cultural heritage, horticulture, agriculture and forestry.

Waihī Beach is particularly noted for higher exposure to anticipated sea level rise as well as a rise in extreme temperature occurrences. The increase in extreme temperature occurrences could adversely affect health, placing aged and outdoor-working populations at elevated risk and increasing regional fire hazards and water scarcity challenges. This information is critical for formulating targeted strategies to protect at-risk demographics and enhance regional adaptive capacity.

The Tonkin & Taylor report notes that vertical land movement within Waihī Beach is characterised by a subsidence rate between -1 to -2 mm per year.

This component significantly impacts sea level rise projections over the next 100 years by potentially altering the timing and severity of sea level rise impacts. Subsidence can intensify effects, whereas uplift may mitigate them. The availability of precise vertical movement data over extended periods is crucial for improving accuracy in projections and enhancing adaptive planning.

Additionally coastal erosion (see Section 13 - Natural Hazards) presents significant risks to infrastructure in coastal settings, including Waihī Beach and Bowentown. Combined with sea level rise, such erosion could exacerbate threats to infrastructure integrity, road performance, and the efficiency of stormwater and wastewater systems. This is particularly relevant to low-lying coastal communities. The interaction of these elements with rainfall-related flooding constitutes a substantial risk to public health and safety, requiring a systemic approach to resilience-building.

Coastal infrastructure in Waihī Beach and its surroundings faces significant risks due to climate change. For example, the Waihī Beach surf life saving club is recognised as one of the most susceptible to coastal flooding in New Zealand. Recent flood events have highlighted the vulnerability of the club to coastal inundation in the country. In response the club has undertaken adaptation planning and sought technical advice in an effort to build resilience and ensure continuity of essential community services.

14 Bay of Plenty Regional Climate Change Risk Assessment



Beach access near the Waihī Beach Surf Club.

Tangata Whenua

Tauranga Moana Tauranga Tangata is an expression which recognises the mana motuhake (the tino rangatiratanga or sovereignty) and self-determination that Tangata Whenua within the rohe have, this is reflected in the various iwi and hapū that maintain ahi kaa (continuous land occupation) and hold Mātauranga Māori (traditional knowledge) aligned to their tikanga (customs).

The hapū that Council primarily works with in the Waihī Beach, Bowentown and Athenree area are Te Whānau a Tauwhao and Ngāti Te Wai who have many significant pā sites and wāhi tapu within the rohe, with rich whakapapa and cultural identity.

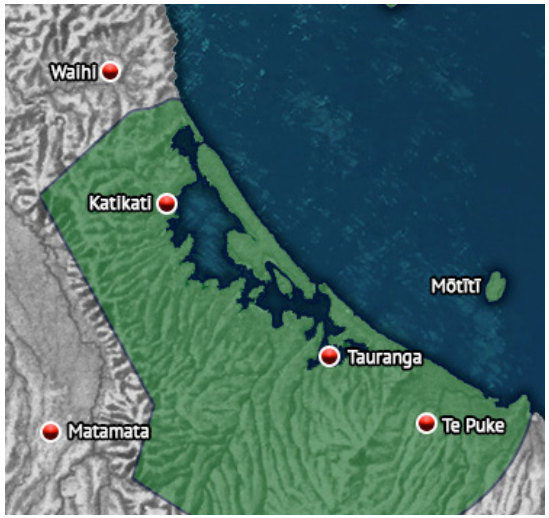


Figure 4: Ngāi te Rangi Rohe

Iwi

The rohe of Ngāi te Rangi is outlined in the following map from Te Kāhui Māngai - Ngāi te Rangi has 13 hapū and 11 marae, Te Whānau a Tauwhao being the hapū that resides furthermost north in Waihī Beach Bowentown. Ngāi te Rangi is yet to lodge its own iwi management plan with Council, to articulate the way in which they would like to work with Council on their particular aspirations, however Council has statutory obligations to them under the Local Government Act, the Resource Management Act and their Treaty Settlement Act when it is signed, to engage with them in the work that we do, including the development of this spatial plan.

Hapū and Marae

The hapū of Te Whānau a Tauwhao occupy Waihī Beach, Bowentown, and other parts of Tauranga Moana such as Rangiwaea and Motītī island. Athenree is a part of Te Whānau a Tauwhao ancestral lands, with important connections to the Waiau estuary as it provided the hapū with sustenance for many centuries[15]. Otawhiwhi and Rangiwaea are the main marae for Te Whānau a Tauwhao.

Ngāti te Wai, a hapū of Ngati Ranginui iwi are also closely linked to Te Whānau a Tauwhao with their Marae at Tuapiro, north of Katikati. Because of these close links with Te Whānau o Tauwhao it is important we engage with Ngāti te Wai on this spatial plan.

History of the land

Waihī Beach, Bowentown and Athenree have a rich whakapapa that includes iwi and hapū occupation over many generations. From the beaches and harbour to the resources available from the moana and whenua, Waihī Beach and Bowentown has long been attractive to those who come across the rohe. Athenree also has links to Māori occupation, being a traditional site with early Māori settlements and Māori activities.[16]

The three pā sites significant to Te Whānau a Tauwhao are Te Kura a Maia which looks over the Tauranga Harbour entrance, Te Ho on the east headland, and Te Pā o Auturourou on the north-western boundary of the domain. Waihī Beach, Bowentown and Athenree have many wāhi tapu in the rohe as well, ranging from middens and ovenpits to terraced pā.

15 Deed of Settlement - Ngai te Rangi and Nga Potiki and Ngai te Rangi Settlement Trust and Nga Potiki a Tamapahore Trust and the Crown

16 Mishmish Archaeological Assessment - Athenree to Waihī Beach Crossing Option (page 14)

Environmental Aspirations

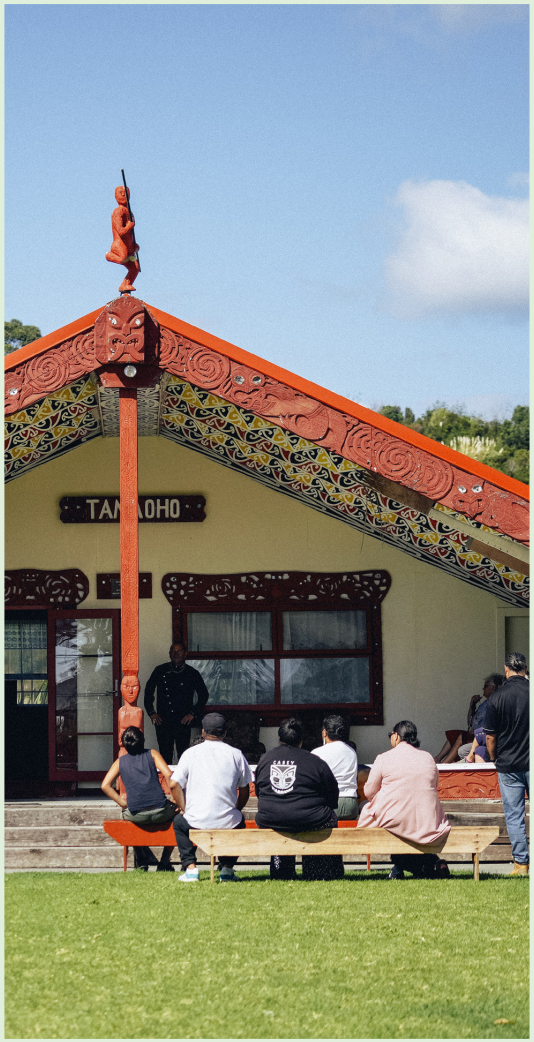
The environmental aspirations of Te Whānau a Tauwhao are clear in the Tauranga Moana Iwi Management Plan (IMP) 2016 – 2026 and, are consistent with perspectives often held by Tangata Whenua in the Western Bay of Plenty District. Taking a holistic and integrated approach to restoring and enhancing the hauora and sustainability of all waterways and whenua is emphasised, alongside sustainable and efficient usage of natural resources avoiding further degradation. Managing air discharges and effects of urban and rural land use on the health and wellbeing of Tauranga Moana is also highlighted within the IMP.[17] The IMP outlines ways in which Council can implement these plans and equally work alongside Tangata Whenua, pertinent to the Waihī Beach, Bowentown and Athenree Spatial Plan and, Council's commitment to partnership by way of Te Tiriti o Waitangi.

Partnership in Action

The IMP articulates meaningfully engaging with Tangata Whenua early in the process as a key principle, doing so face to face to build relationships and trust.[18] For the Waihī Beach, Bowentown and Athenree Spatial Plan expectations are laid out for Council to include clarity around how iwi and hapū views will be captured and, how iwi and hapū can contribute effectively. Partnering with Te Whānau a Tauwhao and Ngāti te Wai on this Spatial Plan will build on the existing relationship Council has in place, by further recognising their inherent place as Tangata Whenua within the rohe and supporting their decision-making capabilities and unique te ao Māori worldview.

17 WBOPDC - Tauranga Moana Iwi Management Plan 2016-2026

18 WBOPDC - Tauranga Moana Iwi Management Plan 2016-2026



Korero and Kai at Otawhiwhi Marae as part of the Flavours of Plenty events, 2025.

Geography

Waihī Beach, Bowentown and Athenree are positioned at the northern tip of the Bay of Plenty region, within the Western Bay of Plenty District. Known for their coastal environment and community, which make them attractive destinations for both residents and visitors. The urbanised area of Waihī Beach is relatively small, while Athenree maintains its character as a rural settlement.

At the north end of Waihī Beach, the land rises steeply behind the settlement. Moving south to Island View, the hills shift westward, creating a wide swathe of low-lying farmland between the settlement and the hills. Originally, Waihī Beach and Bowentown were low-lying wetland areas that were transformed into farmable land. Over time, these areas evolved into the beachside town we recognise today. The landscape alters again with the elevated land flanking the Capamagian Drive ridge, segmenting the flat paddocks. A change occurs with the estuarine harbour south of Emerton Road, where the Athenree peninsula separates the harbour from the open harbour further south.

Further south, the open harbour combined with the coast, shapes a narrow coastal strip extending to southern Bowentown. Apart from Seaforth Road, underground services, and some reserves, there is little development along the strip between Island View and Bowentown. The village, Otawhiwhi marae and the ancestral lands surrounding it in Bowentown feature gently rolling to flat terrain, which rises dramatically with the scenic Anzac Bay hills and Pā site to the south. Athenree, elevated above the harbour, forms a peninsula with estuarine harbour on two sides and Tauranga Harbour on the third.

The beaches of Waihī Beach and Bowentown stretch over 10 kilometres. This area, aside from sections protected by sea walls, is lined by natural dunes with native plants such as spinifex and pingao. Managed accessways protect natural habitats while ensuring visitor enjoyment.

The Waiau Estuary, located at the mouth of the Waiau River, is a notable ecological and geographical feature. The river flows from the Athenree Gorge to the northern end of Tauranga Moana and serves as a natural boundary, separating eastern sand dunes from a volcanic terrace on Athenree's edges.[19] Characterised by a wide tidal range and a narrow meandering channel, the estuary has dense mangrove cover at the river's mouth. Historically, it served as a crossing point connecting Waihī Beach with Athenree before modern roads were established.

The Waiau estuary holds significance as the northernmost estuary in Tauranga Harbour. Recognised as an Outstanding Natural Feature under the Regional Coastal Environment Plan, its northern sections are classified as an Indigenous Biological Diversity Area.



Aerial image of the beach and campground at Bowentown.

19 Mishmish Archaeological Assessment - Athenree to Waihī Beach Crossing Option

The Athenree Wildlife Management Reserve, in the upper inlet, supports several wetland bird species at risk. The confluence of estuarine and Waiau River waters enriches the area's biodiversity.

Two main areas of native forest exist within the wider Waihī Beach area. The Department of Conservation manages Orokawa Bay, which extends into the Hauraki District, while the Western Bay of Plenty District Council oversees the forest within the Waihī Beach Water Catchment Reserve.

The hinterland of Waihī Beach features avocado and kiwi fruit orchards, lifestyle blocks, and traditional farms, integral to the local economy and landscape. Exotic pine forests are notably present in the Athenree Gorge and above the Waihī Beach Water Catchment Reserve.

These ecological and geographical features highlight the distinctive character of the Waihī Beach, Bowentown and Athenree areas, underscoring its importance as a coastal area within the Bay of Plenty.

These areas are identified as two Statistical Area 2 (SA2) regions, surrounded by the hinterland of the Waiau SA2.

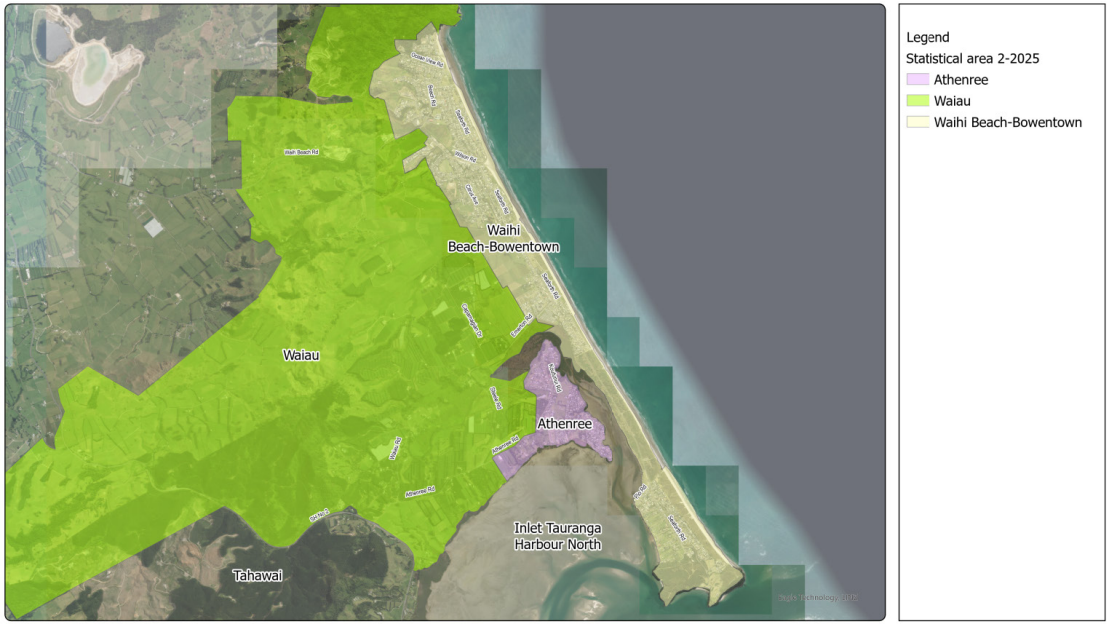


Figure 5: Statistical SA2 Areas.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.



Over the busy summer period the Waihī Beach Lifeguard Service provide beach rescue services and many other activities for the community to get involved in at Waihī Beach and Bowentown.

People and Community

Waihī Beach, Bowentown, and Athenree are coastal communities that experience a significant population increase during the peak summer holiday season, swelling to up to three times its normal population. This influx is largely due to visitors from New Zealand and other countries drawn to the area by its beach. This beach not only shapes the community's character, fostering a relaxed and welcoming atmosphere but also serves as a key attraction offering various recreational activities.

The area is complemented by its rural hinterland, which is integral to the area's economy. This land produces a variety of agricultural and horticultural products, including kiwifruit, avocados, beef and dairy, supporting the primary sector that forms the foundation of the district's economy. The combination of beach and hinterland provides a diverse landscape that supports both tourism and primary production, enhancing the local lifestyle and economy.

Historically, Waihī Beach developed from land formed by the natural accumulation and compaction of sand. This geophysical transformation led to the connection of the area now known as Bowentown to the mainland. As identified in Section 4 - Tangata Whenua, Waihī Beach, Bowentown and Athenree have a rich whakapapa that includes iwi and hapū occupation over many generations. Permanent European settlement began in the 1870s, followed by the discovery of gold, which further fueled population growth. Infrastructure development between 1910 and 1930, including schools, a post office, and transport services, supported the expanding community and laid the foundation for future growth.

In 1989, local government reorganisation brought all of Waihī Beach under the jurisdiction of the Western Bay of Plenty District Council, combining land formerly part of different county councils. This unification facilitated the governance and community planning, that contributed to the community seen today. The area's evolution and development have been shaped by its geographical features, historical settlement patterns, and governance, forming a distinctive community.



Accessible beach mat at the main accessway near the Waihī Beach Surf Club.

Population Growth and Diversity

Age Groups and Ethnicity

Waihī Beach, Bowentown and Athenree

The coastal area of Waihī Beach, Bowentown and Athenree shows unique demographic characteristics, in line with ageing trends. The population of 3,456 people grew by only 3% in the last 5 years, after much higher growth of 16% in the previous 5 years.

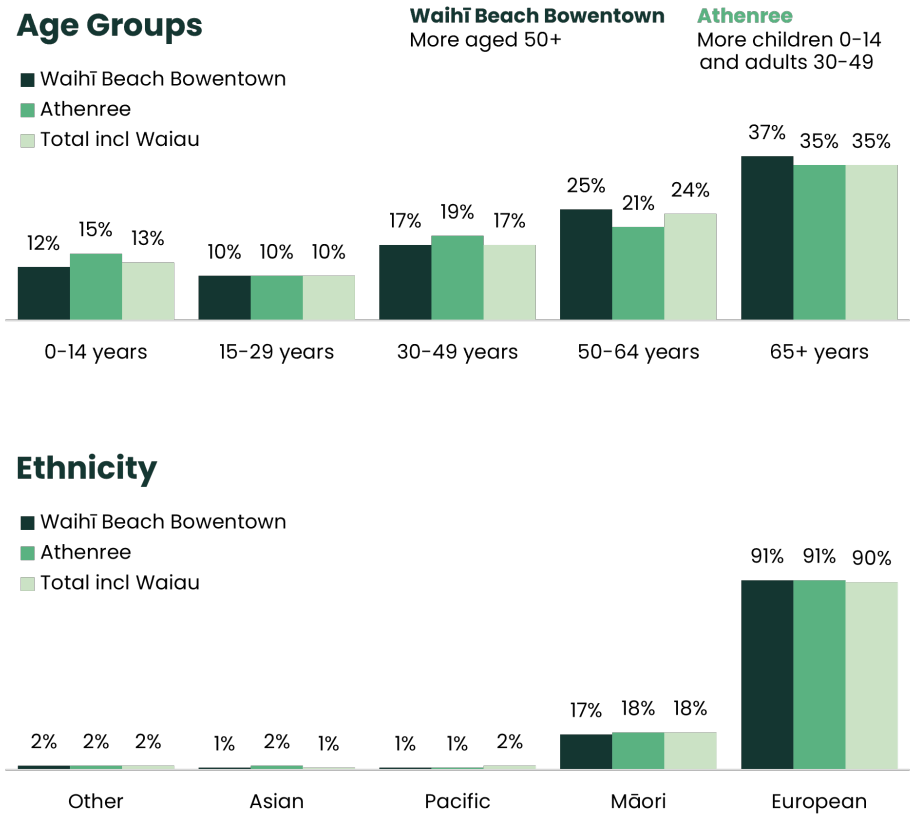
In the last 10 years, the population has aged significantly, particularly in Waihī Beach and Bowentown, increasing by 4 years in the 5 years to 2018, and by a further 4 years in the 5 years to 2023. Proportions of children aged 0-14, youth aged 15-29, and adults aged 30-49 have all declined. Adults aged 50-64 have remained fairly steady, and adults aged 65+ have grown significantly to a substantial 36% of the population. 60% of the population are aged over 50, as reflected in the median age of 57 years.

European ethnicity dominates at 91%, with 17% Māori centred in Bowentown, and there are very few people of other ethnicities. 62% of people are partnered, down almost 10% in 5 years, and only 53% are employed. As less people are employed due to higher age, median personal income is $34,200, more than $3,000 lower than the District median of $37,700.

Waiau

Waiau is a much smaller rural community of 330 people, adjoining the coast, with virtually no growth. In the last 10 years, the proportion of children aged 0-14 has declined significantly, and adults aged 65+ have grown significantly to reach 25% of the population. Median age is younger at 52 years, yet still well above the District median of 45 years.

European ethnicity is lower than the coastal area at 79%, with much higher 32% Māori and 6% Pacific. Only 51% of people are partnered, down 20% in 5 years, and a higher 60% are employed. Median personal income is $29,800.



Dwellings

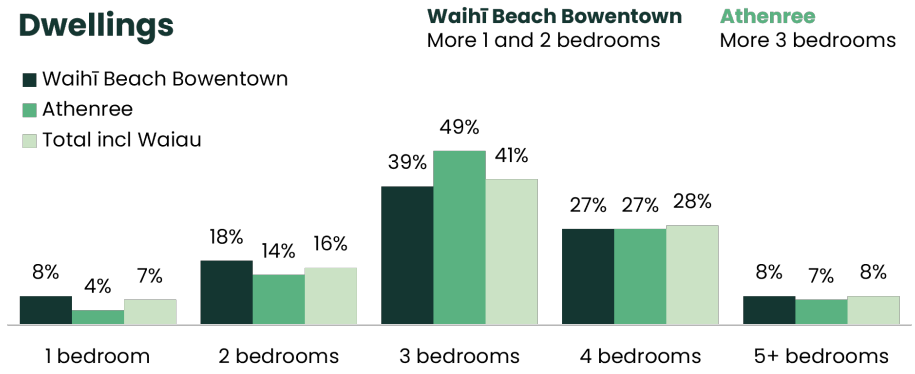
Waihī Beach, Bowentown and Athenree

The vast majority of dwellings in the area are located in Waihī Beach and Bowentown, yet only 45% of these 2,661 homes are occupied due to the nature of the beachside holiday community. Athenree has much higher occupancy at 76% of its 453 dwellings.

The combined area tends to have a range of dwelling sizes, with 41% 3 bedrooms, 27% 4 bedrooms and 8% 5 bedrooms or larger. There are a higher proportion of 1 and 2 bedroom dwellings in Waihī Beach and Bowentown, and a higher proportion of 3 bedroom dwellings in Athenree.

Waiau

Waiau's smaller community has only 138 dwellings, and 78% are occupied. It tends towards larger houses, with 40% 3 bedrooms, 37% 4 bedrooms and 11% 5+ bedrooms. Only 12% are 1 or 2 bedroom dwellings.



Households and Families

Waihī Beach, Bowentown and Athenree

Due to being a holiday destination with very low occupancy, Waihī Beach and Bowentown have only 1,107 households out of 2,661 total private dwellings, and an average of 2.0 residents, much lower than the average of 2.4 in Athenree's 336 households.

Waihī Beach and Bowentown have more 1 person households at 33% than Athenree at 24%, yet these are increasing over time in Athenree. Likewise, Athenree has more 1 family households at 72% than Waihī Beach and Bowentown at 64%, yet these are declining over time in favour of 1 person households.

Athenree has more couples with children at 27% than Waihī Beach and Bowentown at 24%, and Waihī Beach and Bowentown have more couples without children at 67% than Athenree at 62%.

Overall home ownership in the combined area is 80%, with 20% rented. Combined median household income is $71,200, being $11,000 lower for Waihī Beach and Bowentown than Athenree with much higher numbers of people aged 65+.

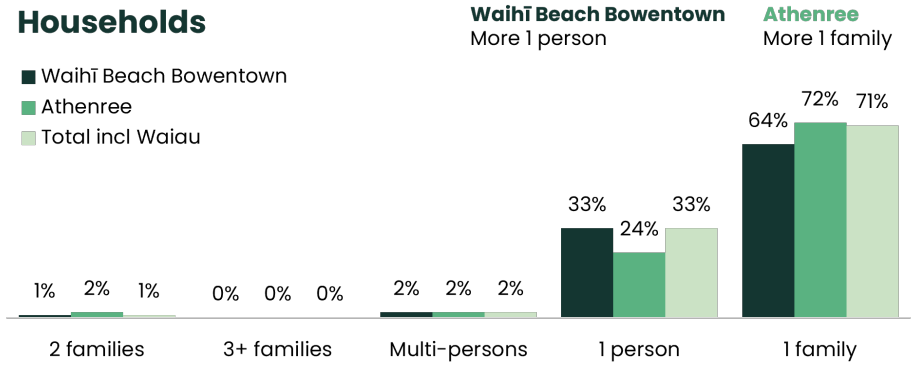
Waiau

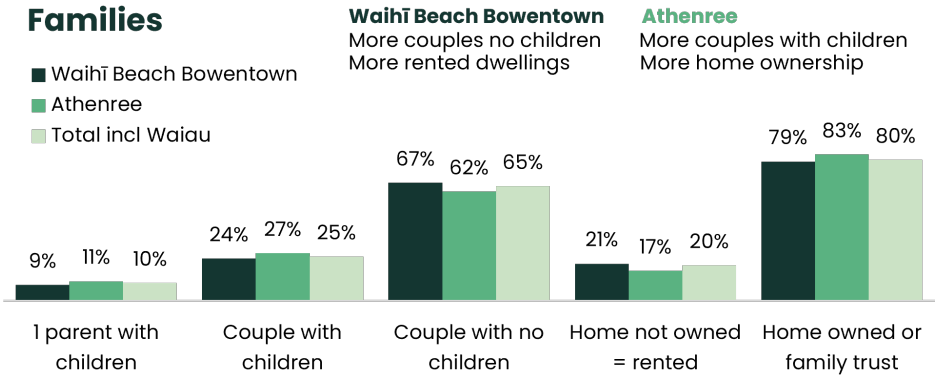
Waiau has only 105 households, largely made up of 1 family at 68% or 1 person at 26%. Average residents per household is 2.5 people.

As with Waihī Beach, Bowentown and Athenree, 1 family households have been slightly declining over time in favour of 1 person households, and couples without children have also increased.

Median household income is much higher at $79,500 than Waihī Beach, Bowentown and Athenree, yet lower than the District at $88,600 and $97,000 nationally.

NZDep2023 is a socioeconomic deprivation index across eight dimensions: communication, income, employment, qualifications, home ownership, support, living space and dwelling condition. A decile is calculated for each statistical area, and the higher the deprivation decile, the more socioeconomically deprived the area. NZDep2023 reflects the above income differences, with Waihī Beach, Bowentown and Athenree having a rating of 5, midway on the index, whereas Waiau deprivation has a rating of 9, a significantly high level of deprivation (where 1 is lowest deprivation and 10 is highest deprivation).





Community Plans

The first Waihī Beach Community Plan was released in 2007.[20] This plan was formed due to the increasing pressures of growth projections. At the time the population projections of the Waihī Beach, Bowentown and Athenree area, saw it growing from 2,946 in 2006 to 5,180 people by 2021 and 8,770 by 2051. The purpose of the plan was to set out the community's wishes, as a guide for the development of infrastructure, services and facilities that it would need over the subsequent 20 years. It also recorded the community's vision for the "look and feel" of its neighbourhoods over this time.

In 2020 a new Community Plan was released, the Waihī Beach Ward Community Plan.[21] This plan focused on four high level objectives – Social, Environmental, Cultural and Economic. While the plan did not identify any specific growth areas it did identify actions such as encouraging development of planned and proposed infrastructure and updating the town centre.

An update to the 2020 Community Plan has been undertaken in 2025 and has been produced as the Waihī Beach Community Plan – Community Board Action Plan 2025-2028. This has been created to review progress on the Waihī Beach Community Plan 2020 and set priorities for the next three years, following workshops and community feedback sessions conducted by the Board in early 2025. It outlines key actions to inform the Community Board's future work programme.[22] Key actions focus on the four high-level objectives and include but are not limited to matters such as completing a landscape/streetscape plan for the town centre, maintain support for Ahi Pātiki, support for development of the skatepark upgrade, and provide funding towards development of a destination management plan.



Town Centre at Waihī Beach



20 Waihī Beach Community Plan 2007

21 Waihī Beach Ward Community Plan 2020

22 Waihī Beach Community Plan - Community Board Action Plan 2025-2028

Housing and Land

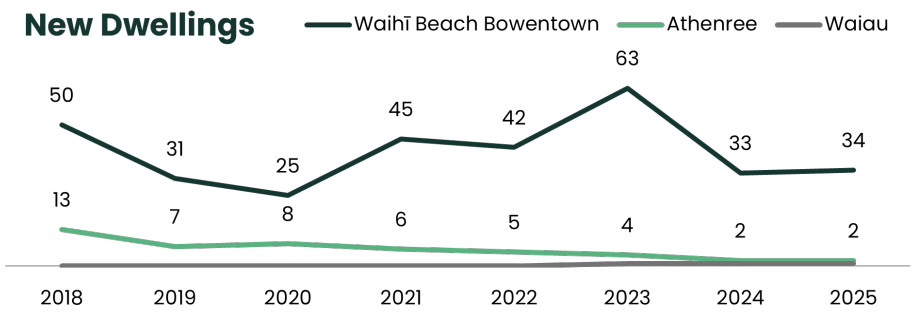
Housing Supply

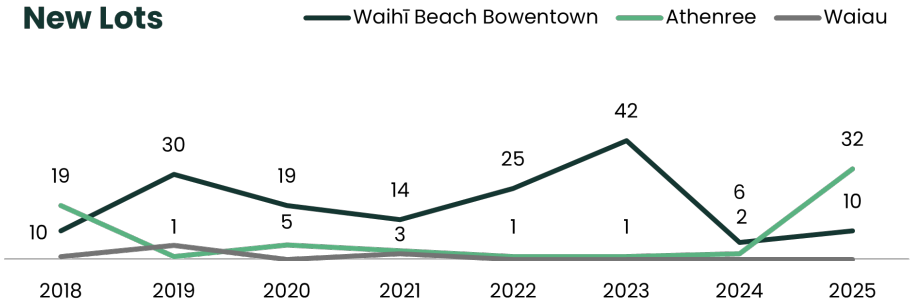
In the private housing market space, in the 8 years to 2025, a total of 370 new dwellings were consented and 220 new lots were created in Waihī Beach, Bowentown and Athenree. More than 80% of these were in Waihī Beach and Bowentown, with a lower level of development in Athenree due to lesser land availability. Waiau had only 3 dwellings consented, and 8 new lots created in this period.

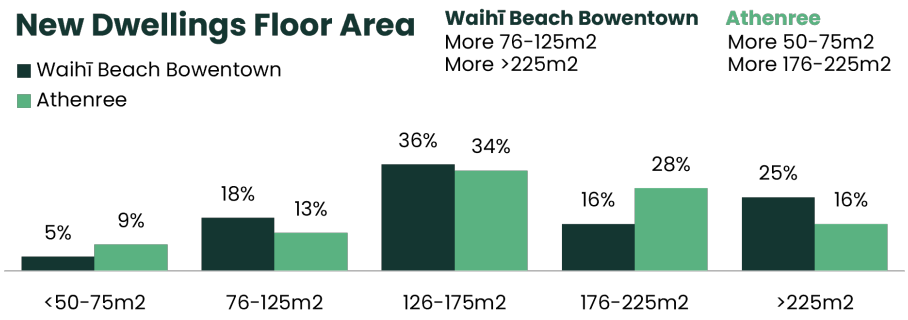
Of new dwellings consented in the last 7 years to 2024 in Waihī Beach, Bowentown and Athenree, one third were mid size houses of 126-175m^2. Otherwise Waihī Beach and Bowentown had more of the largest dwellings of >225m^2, and more smaller dwellings of 76-125m^2.

Athenree's profile is different with more mid-large dwellings, and more minor dwellings of 50-75m^2. These dwelling sizes fit with the demographic profile of the area, with a mix of larger households for families, and smaller households for a couple without children, or one person.

Private rental properties are higher in Waihī Beach and Bowentown at 21%, while Athenree rental properties are 17% of households. In June 2025, average weekly rent was $575 for Waihī Beach and $507 for Athenree. Median sale price for the same period was $1,590,054 for Waihī Beach and $1,051,083 for Athenree. Average rent and median sale price are not available for Bowentown or Waiau (HUD, June 2025).







Housing Gaps

The homes and communities we live in are the foundation of our wellbeing. All New Zealanders deserve to live in a safe, warm, dry home that they can afford. Aotearoa New Zealand faces complex housing and urban development challenges that have grown over generations.

Every community has their own housing and urban development challenges and opportunities and a 'one size fits all' approach will not work to address them. This is because every place is unique with different characteristics including challenges or problems arising from local history, culture and heritage, geography, economy and resources. Taking a deliberate, place-based approach means ensuring we understand the different challenges and opportunities facing each place, what is driving housing and urban outcomes in places, and that we respond accordingly.[23]

Council adopted a Housing Action Plan in 2024 with the vision that all Western Bay of Plenty residents are well housed. This vision includes provision of homes that are affordable, accessible, secure, liveable and appropriate to life stages and differing needs. This is fundamental to the wellbeing of our communities. Housing is a complex system and a sustained commitment to local housing approaches. One that reflects our communities' specific needs is the best way forward.

Census 2023 and Household Economic Survey analysis has shown significant unmet housing need is evident and growing in scale in the district.[24]

Homelessness has increased[25] as 1,116 people were living in severe housing deprivation in the district in 2023. Living in uninhabitable housing and sharing accommodation were the most common forms.

The prevalence is skewed towards people aged 30 years and over.[26]

In June 2024, there were 210 people on the social housing waitlist in the district, (up from 96 people in 2020), and is likely an under count of social housing need. Women, 65% of applicants, outnumber men on the register, probably reflecting the growing number of single-parent households headed by women. New provision of social housing is unlikely until June 2027 as government funding is capped and funded places allocated.[27]

House prices have doubled relative to household incomes between 1996 and 2023. Over the same time period, rents as a ratio of household incomes have increased between 9-10 percentage points. These ratios indicate a significant deterioration in housing affordability.

Households able to affordably pay their rent but unable to affordably buy a dwelling at the lower quartile house price increased significantly between 2019 and 2023 in WBOPDC.[28]

Groups in the district particularly vulnerable to housing stress and insecurity are:[29]

- Children and young people living in rental housing.
- Older people with a mortgage, or living in rentals.
- One-parent and one-person households that are renting or are owner-occupiers with a mortgage. As they only have one income for the household, this can affect their ability to enter owner-occupation and to afford rents in the private rental market. One-parent households are more likely to live in not owned dwellings.
- Māori and Pacific households, especially the latter, tend to depend on rental housing.

What is known as the intermediate housing market (IHM) has increased. This is "private renter households with at least one person in paid employment, unable to affordably purchase a house at the lower quartile house sale price for the local authority area at standard bank lending conditions." This cohort puts pressure on the rental market from households unable to afford to purchase housing. The proportion of households in IHM in WBOPDC increased by 181% between 1991 and 2022. In 2022 WBOPDC had 13% of households in the IHM.[30]

It is important to understand the housing that each of the communities; Waihī Beach, Bowentown, Athenree and Waiau needs, how the current housing supply meets those needs and what the housing gaps are.

23 Government Policy Statement on Housing and Urban Development 2021

24 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

25 StatsNZ use the definition of severe housing deprivation to measure and describe homelessness

26 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

27 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

28 Housing affordability and stress report for WBOPDC and TCC - Ian Mitchell

29 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

30 Part 2 Research Report Tauranga/Western Bay of Plenty Stage 2: Housing Supply and Demand Analysis - Bev James and Kay Saville-Smith

A useful way to consider housing needs is to look at housing provision across the entire housing continuum (see Figure 6) from social housing to private market ownership in conjunction with a local community's population attributes and the current housing supply.

The aim is to have a well-functioning housing market that meets the variety of a community's housing needs and that supports people to move across the housing continuum, from less secure tenure to increasingly secure tenure, e.g. ideally from emergency housing to social housing or renting or say from renting to home ownership. Research has consistently shown significant individual and community benefits when people have security of tenure in their housing.

There is no emergency, transitional, social or community housing in Waihī Beach, Bowentown, Athenree or Waiau. Community housing providers are not present in the area. The nearest social housing is in Katikati and Waihī.

There are mismatched accommodation needs as there are a higher proportion of smaller 1-2 person households than available smaller dwellings, as only a relatively small proportion of the total housing stock is 1-2 bedrooms.

There are no assisted rentals (below market rental) for the cohort of people under the age of 65 years who are struggling to meet housing rental costs.



Figure 6: Housing continuum: aim is to provide a range of housing according to specific local community needs.

Alternative tenures are not available to match the needs of people requiring affordable housing of the right size for their life stage.

Twelve below market rental units are provided on Beach Road, Waihī Beach, as part of Western Bay of Plenty District Council Elder Housing for older people who are New Zealand residents which meet an asset limit.

In this area only YouOwn provide the option of Assisted home ownership, targeted at households with a somewhat higher income profile.

Accommodation supplement (AS) from WINZ is available for eligible households to support both rent and mortgage housing costs. The asset threshold for AS is low ($8,100 asset limit for singles) meaning many older people with assets cannot access the supplement. We also know from recent local housing research that many people receiving AS still struggle to meet housing costs. The amount of subsidy varies by area.

- Most but not all of Waihī Beach is Level 2 for AS ($105 for an eligible single person per week).
- Bowentown is Level 4 for AS ($70 for an eligible single person per week).
- Athenree is Level 4 for AS ($70 for an eligible single person per week).
- Waiau is Level 2 for AS ($105 for an eligible single person per week).

Noting the high and growing proportion of older people residing in the area, national research has shown older people have diverse housing needs and aspirations and commonly experience a range of housing issues. These range from wishing to remain within their community either in their current home or to downsize into a smaller dwelling, to moving to a congregate setting (e.g., lifestyle village, retirement village, assisted rental village).

Waiau's population and housing have a range of attributes which suggest pockets of vulnerable individuals/communities; these being a very high social deprivation measure, low personal income, growing housing costs to name a few. This profile is quite different to those seen in the other areas in the report. This profile of Waiau will impact on affordability of housing to rent and purchase more so than the profile of Waihī Beach, Bowentown and Athenree.

A range of housing types and tenures are required to meet older people's diverse housing needs, being affordable to rent, affordable to buy, smaller accessible age-friendly dwellings within the community or in a congregate setting. Lifestyle villages such as Seaford Park in Waihī Beach are popular for some older people. These are a License to Occupy model where land is leased by the homeowner and the dwelling is purchased. This is a medium density, relatively lower cost purchase village living option for those who enjoy congregate living. Retirement Villages are a housing option for some older people to pursue, as they meet the needs of older people with a somewhat higher asset base. Karaka Pines Waihī Beach Retirement Village is the only retirement village located in the Waihī Beach, Bowentown and Athenree area.

Land Use and Intensification

The majority of the Waihī Beach, Bowentown, and Athenree urban area is zoned residential. Athenree has a small portion of rural residential.

Waihī Beach while mostly zoned residential also includes areas of Medium Density Residential around the town centre and along Seaforth Road. These areas were introduced as part of Plan Change 23-Waihī Beach Urban Growth Study in 2004 to the first District Plan "Blue Plan" (made operative in 2002).

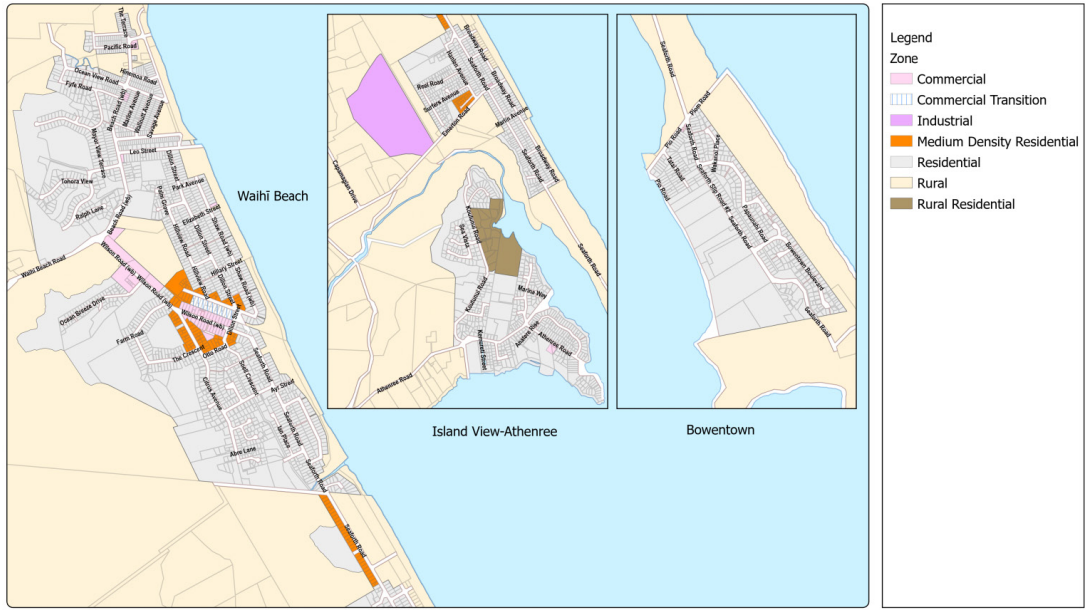


Figure 7: District Plan Zones.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

At the time they were established as an Intensive Residential Zone. Where land on Seaforth and Emerton Roads in Waihī Beach was identified on the Planning Maps as being zoned Intensive Residential. A set of corresponding rules were included in the plan which allowed lots within the identified zone, if amalgamated, to be developed more intensively than the general residential rules allow. It was considered that due to the location and surrounding topography of the Intensive Residential Zone the external effects of any intensification would be limited.

At the time of the District Plan Review (which was notified in 2009) none of the land identified for intensive residential in the Waihī Beach area had been developed for intensive use.

This was attributed to the relative cost of land in Waihī Beach, and the fact that most of the sites had dwellings on them or had already been redeveloped as single sites. Through this 2009 review, the areas of intensive residential were renamed Medium Density Residential but remained in the same/similar locations. Almost all of these areas have now been utilised and are shown on Figure 7 in orange.

In 2015, Plan Change 69 to the current operative District Plan was notified. This plan change proposed that the Waihī Beach structure plan should be amended and significantly reduced due to the slow growth in the area. The Plan Change identified that the need for providing residential areas and infrastructure in Waihī Beach was low. Through community consultation it was determined that the majority of the community did not want growth to occur within the One Mile and Two Mile Creek stormwater catchments, as it would likely exacerbate stormwater issues.

There is also provision within the District Plan for industrial and commercial development in Waihī Beach – Bowentown and Athenree. See Section 14 – Economic Overview.

Outside of the District Plan, the first Waihī Beach Community Plan 2007[31] included identified locations for future potential growth areas (Figure 9). These growth areas were then carried through into SmartGrowth Settlement Pattern Planning as "Generation 4" growth areas and the Regional Policy Statement as "urban limits". Since the introduction of the NPS-UD the urban limits have been removed from the RPS, however consideration of these areas for growth is still broadly held in the SmartGrowth Strategy 2024 and the FDS within it.

Some parts of the nearby rural zone have also been developed for housing. This includes for farming, lifestyle living and papakāinga development.

Structure Plans are incorporated into the District Plan to enable and guide development in new growth areas. They ensure critical infrastructure or other growth aspects are accounted for and can include maps, rules and requirements for infrastructure (including funding). Although there are structure plans and associated rules in the District Plan for Waihī Beach, the plan does not provide a structure plan for the wider Bowentown, Athenree or rural zoned areas.

31 Waihī Beach Community Plan 2007



Figure 8: One Mile and Two Mile Creek stormwater catchments.

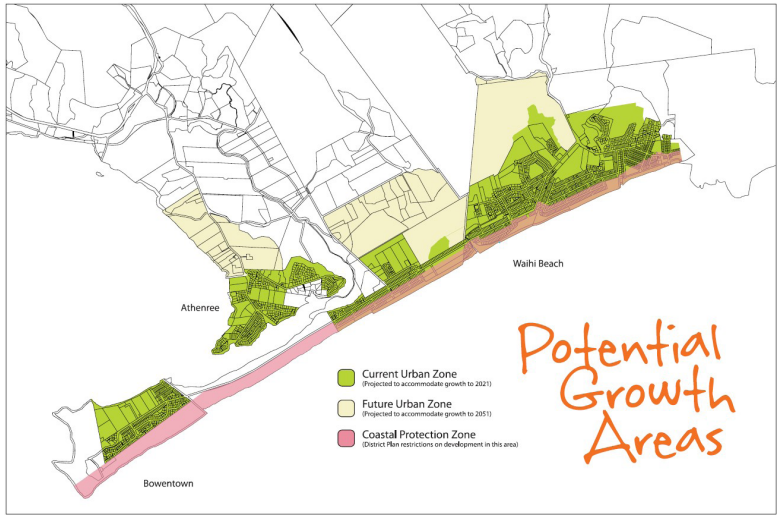


Figure 9: Waihī Beach Community Plan - Potential Growth Areas.

Infrastructure

The provision of bulk infrastructure is essential for supporting our existing communities and their future growth. Council is responsible for the construction and maintenance of stormwater, wastewater, water supply, local roading and walkway/cycleway infrastructure. Our communities also rely on other parties to provide essential services such as power, telecommunications and state highways. This section of the report gives an overview of the bulk infrastructure in the spatial plan area for three waters, power and telecommunication. See Section 9 – Transportation for state highways, local roading and walkways/cycleways.

Peak Season

During the peak summer holiday season, Waihī Beach, Bowentown, and Athenree experience significant population growth, primarily due to visitors from New Zealand and other countries attracted by the area's beaches. The seasonal nature of these beachside destinations means that while a significant portion of the homes remain unoccupied most of the year, they become occupied during the festive holiday periods. With an increased population that ranges from 6000 to over 8000, there are more events and public gatherings supported by Waihī Beach Community Events and Promotions association. An increased presence of emergency services such as police is generally required particularly over the new year's eve period. Council also increases its dog control to manage dogs on beaches.

The Christmas and New Year period, in particular, sees a dramatic population increase, putting substantial pressure on the communities' infrastructure, especially the wastewater reticulation and treatment systems, which must handle the increased load for only a few weeks each year.

Consequently, wastewater flow monitoring indicates that the population can triple during this period, and the demand for water more than doubles. Additionally, to support the surge in communication needs, Spark has in the past deployed portable cell sites to handle the increased data demand.

To accommodate the influx of tourists including a significant increase in freedom campers, Council has implemented summer ambassadors over previous seasons to provide freedom camping advice and answer any questions or concerns campers may have. Council regulates freedom camping through the use of the Freedom Camping Bylaw, which identifies where and how freedom camping can take place. Additional amenities such as KiwiCamp provide freedom campers with ablution, cooking, and laundry services, helping to ease pressure on existing facilities and reduce antisocial behaviour. Furthermore, extra rubbish collections are scheduled to manage the increased waste generated by the heightened population, both for residential collection and public bins in parks and road reserves.

These measures aid in maintaining the functionality and appeal of Waihī Beach, Bowentown, and Athenree as popular holiday destinations throughout the peak season.

Stormwater

The characteristics of stormwater run-off are dependent on the topography and landforms it's traversing on the way to the rivers and ocean. Waihī Beach, Bowentown and Athenree have diverse landforms, as discussed in Section 5 - Geography, and therefore the run-off characteristics are different for each area.

Waihī Beach, Bowentown and Athenree are distinctly different in regard to stormwater management due to historical actions, topography, elevation, proximity to harbour and sea and soil profiles. Waihī Beach and Bowentown are adjacent to the open coastline whereas Athenree is further inland and bounded by the harbour on three sides. Where areas are in proximity to the open coast, Waihī Beach and Bowentown benefit from a sandy soil profile that enables small scale discharge to soakage in many cases.

Waihī Beach and Bowentown are both low lying former wetland areas that functioned as the natural stormwater management system and filter for surface waters making their way to the sea. Along the coastal strip fronting the ocean beach, Waihī Beach has some elevated ground often consisting of old dune formations.

In Waihī Beach and Bowentown, human intervention and land development have altered and diminished this natural function through the infilling of large areas of wetland and the modifying of natural water ways.

Both Two and Three Mile creeks are on artificial man-made alignments. These works were originally undertaken to create farmable land which over time gave way to the establishment of holiday baches and eventually to the beachside town we know today.

The infilling of wetland areas has led to a significant loss of habitat and stormwater storage.

Intensification of housing with its associated increase in impervious surfaces (roofs, landscaping, roading network) has resulted in a considerable increase in stormwater run-off. From these early days to the present, rainfall intensities, and associated effects have steadily increased. Historically stormwater reticulation in New Zealand was installed with no regard to climate change because this wasn't recognised as a factor to consider for stormwater design until more recently when regional councils began adopting climate change policies.

All of this in addition to the fact that Waihī Beach is in the pathway of stormwaters flowing from the large 49.4 km^2 catchment[32] to the sea, means that Waihī Beach and Bowentown are susceptible to flooding on a regular basis. For example, recent flood events in 2023, which were the catalyst for a community group called SWAT (Stormwater Action Team) to regroup and begin working collaboratively with Council on a range of stormwater solutions and projects.

As discussed in Section 3, climate change is an important issue locally and nationally. Bay of Plenty Regional Council's Climate Change Action Plan (2024 – 2026) guides Council's planning philosophies as they relate to flooding coastal inundation and coastal erosion. Council employs diverse design methods for land development stormwater controls, particularly in the mitigation of increased run-off and water quality.

Otawhiwhi marae and the ancestral lands surrounding it, on the western side of Seaforth Road in Bowentown generally slopes gently up from Seaforth Road before dipping down to the harbour in the west. Benefiting from large tracts of grassed pasture, low density housing and minimal areas of pavement, stormwater disposal is by way of soakage for the dwellings.

The pastureland easily absorbs run-off for average rain events. Intense and/or sustained storm rainfall would potentially overwhelm this attribute as would be the case for most semi rural properties.

Waihī Beach

Since inheriting Waihī Beach from Ohinemuri County Council in 1989, WBOPDC have completed several stormwater projects with a goal to best manage the flooding situation including stormwater reticulation upgrades and the 'training' of the two main creek outlets onto the ocean beach (two and three-mile creeks). This is to minimise the build up of sand from storm event wave surges by keeping the outlets as clear of sand obstruction as possible.

While WBOPDC has improved the stormwater reticulation systems and have an on-going programme for further work, it remains that the historical reticulation systems, low-lying nature of the topography and climate change are still challenges faced by Council to deal with over the long term.

32 Tonkin and Taylor Waihī Beach Stormwater Model report, 2017



Two Mile Creek Stormwater.



Figure 10: Shaw Road stormwater pump station.

The mean sea level of the South Pacific Ocean dictates how much stormwater can be discharged at any one time and with climate change, this level is increasing.

Waihī Beach is served by a network of piped reticulation, stormwater attenuation ponds and managed outlets to drains and creeks with the two main creek outlets to the beach managed as mentioned above. There is one pump station in Shaw Road (shown in Figure 10 on previous page) installed to alleviate flooding issues along the road corridor and another in Broadway Road for the same reason.

To minimise run-off effects from land development, Council have required large subdivision developments to install stormwater attenuation (and treatment) storage ponds that capture stormwater and release it slowly over time. Smaller infill type developments are similarly required to install attenuation only scaled down and usually in the form of above or below ground storage tanks.

One of the issues with treatment/attenuation is that ponds identified in early structure plans for Waihī Beach which were located to serve multiple developments were not always able to be constructed due to timing and land ownership issues. This has contributed to the creation of 17 stormwater ponds or management areas of varying sizes and 'styles' mainly vested in Council. Most of these ponds or stormwater management areas are dry until a rain event occurs and some of these areas serve a dual purpose being used by locals as recreation areas (see Figure 11).

In addition, Council uses large reserve areas such as the Te Mata Reserve (previously known as Broadlands Block) for SW storage purposes during large storm events.



Figure 11: Palm Grove with stormwater catchment area.

The roading network, a contributor to impervious surface run-off, is largely well constructed with kerb and channelling, catchpits, culverts and other stormwater management features. Some roads near the beach are not kerbed and discharge stormwater via soakage to road-side swales either on both sides or one side of the road.

These work well for small to average rain events due to the sandy soil profile. Shaw Road is one of these but in one location along this road, Council have had to resort to artificial pumping to assist the gravity and soakage discharge.

Bowentown

While Waihī Beach is elevated between 2 and 4m (on average) above the adjacent ocean, Bowentown to the south is around a metre or more lower in elevation, making it more difficult to discharge surface waters expediently.

The stormwater system consists of a mixture of traditional gravity pipe reticulation, roadside swales with sub-surface drainpipes, surface collection sumps and artificial pumping.

There are five stormwater pump stations in Bowentown and two stormwater ponding/ management areas.

Mostly developed in the early to late 1980s, when under the jurisdiction of Ohinemuri County, the original stormwater management system for the roads consisted of shallow swales in the grassed berms. The swales then relied on small diameter sub-surface drainage pipes to convey stormwater percolating through the soils above to various outlets which were commonly soakage based as well. Being shallow means the surface swales are easily compromised by human activity and obstructions (e.g. street trees). The subsoil drains were poorly designed, easily blocked and became ineffective within 5 - 10 years of being installed. Private properties relied on on-site soakage systems.

In response to on-going flooding issues, in the early 1990's Council installed additional piped reticulation including grated sumps in the berms and the 5 stormwater pump stations. The stormwater pumps serve to reduce the time under flood following a storm/rainfall event by helping to drain the water more quickly. In the early to mid 2000s Council also embarked on a programme of cleaning and removing silt from the sub-soil pipes beneath the swales.

Although lower lying, Bowentown benefits from having the harbour immediately to the west rather than hill country and mountain ranges, so it is not in the pathway of overland flows coming down from these features as the harbour intercepts the flows. This helps, however, in general, during significant rainfall events Bowentown stormwater systems rely on electric pumps to manage stormwater.

Athenree

Being largely more elevated and with traditional kerb and channelling for the roads, Athenree has the benefits of both gravity stormwater conveyance and proximity to the harbour. There is no reliance on pump stations and the current systems either discharge directly to the harbour or to one of the three dedicated ponding/treatment areas. Two of these are located inland with one located on the harbour fringe.

Summary

All three study areas have specific issues however, Waihī Beach and Bowentown are more susceptible to the detrimental effects of climate change due to historical filling and land development, under capacity reticulation, topography and height above sea level. Increasing pipe capacities has its limits before (a rising) sea level dictates the ability to discharge in a manner that mitigates flood effects.

The regular inspection and maintenance of stormwater or related infrastructure is a vital element in ensuring the optimum performance of the stormwater control systems.

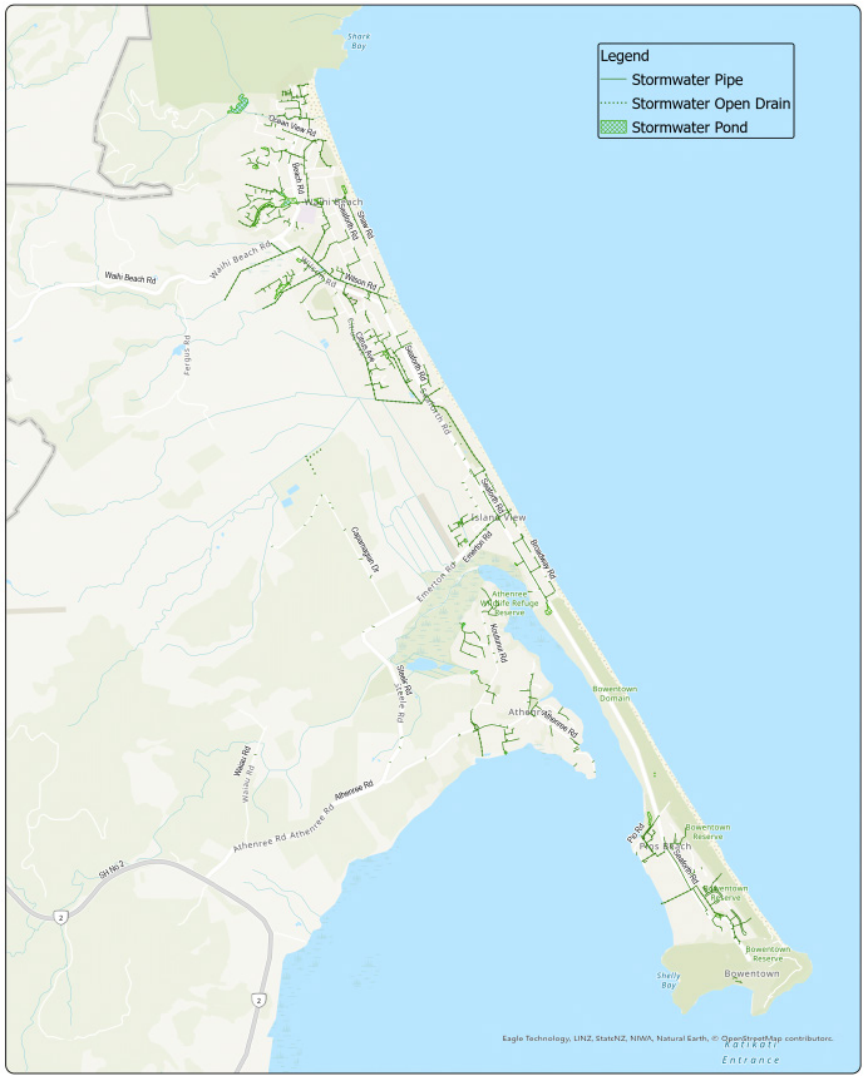


Figure 12: Stormwater system.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Wastewater

Waihī Beach, Bowentown and Athenree residential areas are all fully reticulated for wastewater with the exception of Otawhiwhi marae and the ancestral lands surrounding it in Bowentown. Nearly all the dwellings in this area dispose of wastewater via septic tanks except for a few dwellings close to Seaforth Road and the Marae which has a pumped pressure system connected to Council's reticulation. All the reticulated areas discharge via various gravity lines, pump stations and pressure reticulation to the treatment plant located in the rural area at the end of Capamagian Drive.

These systems are a 'traditional' mixture of gravity lines and pumped pressure mains. Manholes can be prone to leakage mainly due to age. These leak points also have the potential to allow the ingress of groundwater, adding an unnecessary load for the system to deal with.

Council has ongoing upgrade programmes for older uPVC systems. Council implements PE manholes which seal well and new uPVC wastewater pipe systems. However during flood event it is relatively challenging to prevent inflow and infiltration into the system.

Wastewater systems are susceptible to stormwater infiltration which can occur through leaking pipe joints, manhole lids or the manhole structures themselves, poorly installed or compromised gully traps around dwellings and other mechanisms. Ageing systems are very susceptible to this issue. To account for this, in New Zealand, wastewater reticulation and treatment systems are designed to account for 'wet weather flows'.

During holiday periods, and particularly the Christmas/New Year period, the population of Waihī Beach, Bowentown and Athenree increases significantly.

This places a large strain on the wastewater reticulation and treatment systems to cope with the influx of wastewater, albeit temporarily and only for a few weeks. The system serving the three study areas does cope with this substantial population increase however, wet weather flows could tip the balance. The planned upgrade to the Capamagian Drive treatment plant will increase the resilience of the treatment plant to population and wet weather spikes.

Summary

The existing public systems are a mixture of ageing infrastructure (>20 years old) and some more modern. The same applies to the individual property systems that feed into the public. The pipe material is mostly uPVC which is generally robust with a long life except where there may have been manufacturing or installation defects. The pipe joints, at least every 6 metres, are an infiltration risk as are manholes and other buried infrastructure, both public and private.

The wastewater systems in the three study areas work well provided Council maintains a programme of monitoring, repair and upgrading.

Water Supply

The district is divided into 3 water supply 'zones' – Western, Central and Eastern. Waihī Beach, Bowentown and Athenree are all located in the Western zone.

Waihī Beach, Bowentown and Athenree are all supplied with potable water from the bore and treatment plant configuration located off SH2 opposite the Athenree Road intersection.

From there the reticulation system splits to serve all three communities. Not only directly fed from these splits, Waihī Beach and Bowentown are further connected via a 250mm diameter sub-marine pipe under the estuary crossing over from Athenree.

This set up helps to keep the systems running at times of failures as parts of the reticulation can be isolated for repair while the balance is still being fed from an incoming main supply. It is common practice in NZ to have these types of set ups.

Similar to wastewater for all three communities, the water supply reticulation systems consist of a mixture of ageing materials and infrastructure. Council now requires the use of MDPE for new subdivisions and (as for wastewater), have a replacement programme in place.

As safe drinking water is vital to human (and other) life, the resilience of the treatment and reticulation systems is very important to enhance and protect going forward.

Local Water Done Well

Council has approved the Water Services Delivery Plan (WSDP) that confirms the pathway toward establishing a joint Water Organisation with Tauranga City Council, to deliver drinking water, wastewater and stormwater services from 1 July 2027. There is a due diligence process to be undertaken, following which both councils will decide whether to proceed with the establishment of the new organisation. The Water Organisation would develop a Water Services Strategy which would set out the proposed infrastructure and investment plans.

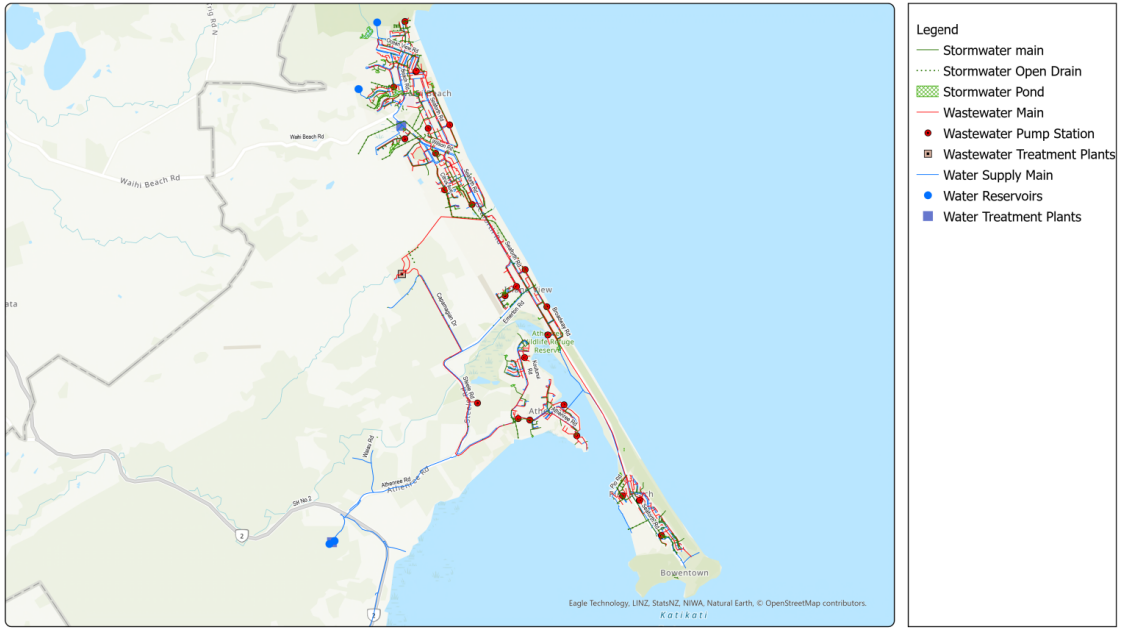


Figure 13: Three Waters Infrastructure.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Power Supply

Transpower own and operate the national electricity grid. Powerco is our local electricity distribution company. Both of these entities are aware of the ever-increasing loads on their networks and are actively pursuing large investment solutions. WBOPDC, TCC and BOPRC work closely with Transpower and Powerco to ensure acceptable solutions for all. The resilience of the power network is a high priority for all stakeholders.

The power supply network in the District is under strain from rapid property development (specifically over the past 20 years), and more recently the considerable uptake in electric vehicles. In June 2024, Transpower approached Council, TCC and BOPRC to jointly work on the 'Western Bay of Plenty Development Plan' to shortlist network upgrade options. The region's two development corridors – the western and eastern corridors, both need attention.

The current projects focus is to increase the resilience of the power network to enable growth in the eastern corridor which includes Mt Maunganui, Papamoa and Te Puke, and the western corridor which captures Tauriko, Te Puna and Ōmokoroa. The northern reaches of the district including Waihī Beach, Bowentown and Athenree are not such of a concern due to their low current and future growth potential.

Council will continue to work alongside Transpower and major stakeholders to assist in realising this project outcome.

Telecommunications

Telecommunications are a moving goalpost as technology continues to rapidly evolve. This means that our communities can rely on a robust network with many options and flexibilities to consider. Having all our communities with access to high-speed data transfer can only benefit.

Waihī Beach, Bowentown and Athenree are well served by a fibre network and a variety of wireless options such as 'Starlink'. With the advent of modern wireless technology, the need to have a fibre cable is reducing.

Chorus and other providers are responding to the wireless technology with a counteroffer for their customers. A programme of promoting 'open access fibre networks' which will aid in 'digital equity' is being rolled out. This programme is designed to connect digitally excluded households with fibre at an affordable price point.

Chorus has contacted Council for feedback on the 'open access' and 'digital equity' topics. Through this process Council has noted that although we have been requiring fibre to be installed in residential developments for several years, Council has no requirement for the systems to be 'open access'. Building this requirement into the District Plan/planning framework will be considered in the future.

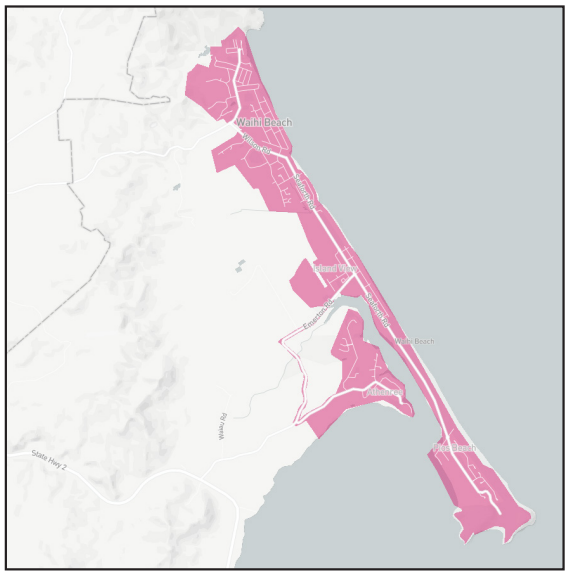


Figure 14: Broadband via fibre cable availability map.[33]

33 Chorus - Broadband availability

Transportation

National Land Transport Programme (NLTP)

The National Land Transport Programme (NLTP) contains the land transport activities that Waka Kotahi NZ Transport Agency anticipates funding over a three-year period.

In the NLTP, State Highway 2 is recognised as a 'key route'.[34] Although not directly included in the NLTP for large projects, Waihī Beach, Bowentown and Athenree will benefit to a small degree from the inclusion of both stages of Tauranga's 'Takitimu North Link' expressway projects as traveling into Tauranga will eventually get easier, particularly from the Ōmokoroa, Whakamarama and Aongatete catchments. The NLTP also has a local road component for 'pothole prevention' so there may be some benefit to the study area from that.

Roads of National Significance (RoNs)

The Roads of National Significance (RoNS) are a package of major transport projects that, once completed, will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Within the Bay of Plenty there are three identified RoNs projects. These are SH29 Tauriko West, Takitimu North Link Stage 1 and Takitimu North Link Stage 2. The TNL Stage 1 and 2 projects are described in more detail below. Although recognised as a 'Key Route' under the NLTP, State Highway 2 in the vicinity of the Athenree Road turnoff and most of the way back to Tauranga, is currently not included as a RoN.

Bay of Plenty Regional Land Transport Plan 2024-2034 (RLTP)

The Regional Land Transport Plan combines the thinking from all of the councils in the region into a single strategic document for land transport investment. The Plan is the mechanism for the region to seek central government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements. It is a requirement under the Land Transport Management Act 2003.

For Waihī Beach, the Plan notes the vulnerability of Waihī Beach's roading network due to its possible exposure to sea level rise, coastal flooding and subsequent temporary/permanent road closures. The Plan also identifies Ahi Pātiki (Waihī Beach to Athenree shared path discussed further below) as a regionally significant activity as well as recognising the need for the extension of the Waihī Beach bus service to connect to Paeroa.[35]

Bay of Plenty Regional Public Transport Plan 2022-2032 (RPTP)

The Bay of Plenty Regional Public Transport Plan (RPTP) is the key statutory document for public transport planning and investment in the region. It guides the design and delivery of public transport services, information and infrastructure in the region.

It has a 10+ year strategic view with a particular focus on the first three years. It looks at what the public transport system needs to achieve, how to get there and what public transport services are proposed.

A limited amount of public transport is available to Athenree, Bowentown and Waihī Beach. There is one bus route available which begins in Katikati to Waihī Beach and on to Waihī Township. This service operates with two services twice weekly.[36]

Transport System Plan (TSP)

The TSP includes a shared transport vision for the next 30 years for Tauranga City and the Western Bay of Plenty District. It is a collaboration between TCC, BOPRC, WBOPDC, Waka Kotahi NZ Transport Agency, Tangata Whenua, Priority One, KiwiRail and Port of Tauranga.

The TSP has more than 80 chosen projects that will make it easier and safer for people to get to schools, jobs, healthcare and shops by walking, cycling or public transport, to easily connect within their local communities and to wāhi tapu. The Plan will also ensure freight and inter-regional links to be reliable, roads to be resilient from the effects of natural hazards and for lower emissions to help our environment. There are no specific projects included for Waihī Beach, Bowentown and Athenree. District wide walking and cycling improvements are however listed as a project to make it safe and enjoyable to ride to places like schools, work and parks.[37]

34 Bay of Plenty regional summary - NLTP 2024-27

35 Bay of Plenty Regional Land Transport Plan 2024-34

36 Bay of Plenty Regional Public Transport Plan 2022-32

37 Transport System Plan

The Takitimu North Link (TNL)

The TNL is a Waka Kotahi project that will provide a much needed efficient, reliable and safer route between Tauranga and Ōmokoroa. Local aspirations are for the expressway eventually extending to Katikati. The four laned expressway will take pressure off the current State Highway, reduce the friction at intersections that connect with local roads, relieve the congestion occurring at Bethlehem and go some way to easing the congestion for commuters entering Tauranga from Ōmokoroa and the local western traffic catchments. Upon the completion of the TNL, the current SH2 between Tauranga and Ōmokoroa will revert to a local Council road. This will transfer the decision-making to Council when considering future development.

The government has elected to make the TNL a toll road which is expected to retain a percentage of road users choosing not to pay a toll and continue to use the local Western Bay roading network of which the current SH2 through the TNL alignment will become.

Waihī Beach's Local Road Network

Waihī Beach has two main access locations – Emerton Road to the south and Waihī Beach Road in the north. Both roads directly intersect with State Highway 2. Council only manages Waihī Beach Road for a few kilometres with the balance being in Hauraki District Council. The southern route is made up of three roads but present as one – Emerton, Steele and Athenree Roads. These roads are recognised as strategic secondary arterial routes in Council's District Plan (section 4B.4.1). Waihī Beach is a destination for both local and international visitors.

With the two secondary arterials, Waihī Beach has a choice of two entry/exit routes which is of benefit to traffic movement in general.

During floods, Waihī Beach Road is the more reliable route due to elevation climbing quickly upon leaving the village. Steele Road (where it crosses a stream and leads into Emerton Road) sometimes submerges due to flood and coastal inundation hazards and is impassible at times.

Internally, the main roads serving Waihī Beach (and Bowentown) are Wilson and Seaforth Roads, which are both classed as 'collector roads' in the District Plan.

The local Waihī Beach roading network consists mainly of paved, kerb and channeled carriageways with associated stormwater drainage collection by way of catchpits, piped reticulation and culverts. As mentioned in the stormwater section, some roads rely on roadside swales to convey surface water with an element of soakage and in some places, stormwater has to be pumped.

Some of these local residential roads are also subject to flood and coastal inundation hazards but at the same time provide an element of stormwater storage which helps to protect adjacent properties up to specific sized storm events.

These local residential and collector roads are reasonably wide and due to topography, and low population for most of the year, safe and efficient to use for vehicles, pedestrians and cyclists. During holiday periods and particularly Christmas, the population of Waihī Beach increases significantly and this places considerable temporary strain on the local network, especially for roadside parking with available pavement widths reduced as a result.



Figure 15: Transportation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Bowentown's Local Road Network

Although Bowentown is able to access the same two secondary arterial routes in and out of Waihī Beach, being located at the south end of Waihī Beach, it is more isolated with people having to negotiate the long 2.2km stretch of 'dune strip' Seaforth Road to get to the closest entry/exit - Emerton Road in the north. Seaforth Road is built on narrow dune formation with Tauranga Harbour to the west and the open coast to the east. Nearly 1.2km of this 2.2km stretch is subject to flooding and/or coastal inundation in extreme weather events.

Bowentown effectively has one road in and one road out, making the flood/coastal inundation hazards on Seaforth Road more of a risk given that much of the village is subject to the same hazards.

As described in the stormwater section, the local residential road network mainly consists of paved carriageways with grassed berms incorporating shallow swales. There is no kerb and channelling with associated infrastructure to control stormwater in the traditional way for these roads. Bowentown's population also swells during Christmas and other holiday periods however, the numbers and consequent effects are not as intense as for Waihī Beach.

The area is well served by quiet, low volume, low speed environment residential roads which will continue to operate at a good level of service for many years to come.

Athenree's Local Road Network

Uniquely distinct from the Waihī Beach and Bowentown networks, and located off the end of Athenree Road, Athenree is accessed upstream of the flood hazard in Steele Road. The short 2.8km to the State Highway makes entry and exit much easier, especially during times of flooding.

Again, Athenree is a destination for local and overseas visitors with the hot pools and overall tranquility the drawcards, but similar to Bowentown, Athenree does not experience the congestion suffered by Waihī Beach during holiday periods.

The local roads internal to Athenree are all 'no exit' with the exception of Roretana Drive which loops into and back onto Athenree Road. All of these roads are paved, kerbed & channeled, reticulated for stormwater and of generous widths.

Local Road Network Summary

The local roads serving Waihī Beach, Bowentown and Athenree are appropriate to their purpose as effective and safe routes for much of the year. The Christmas/New Year period presents challenges especially around parking and general overall safety. Substantial subdivisions created in the early 2000's till now generally have small lot sizes and narrow internal roads compounding the parking problem. Older parts of the three areas will infill over time and add to this issue, although the existing roads are generally wider with good berms and cope better.

Future development should be mindful of the parking issues.

For the local roads, and as can be seen from the LTP, Council has a continuous programme of improvement.

Waihī Beach, Bowentown and Athenree Shared Pathways

Walking and Cycling Action Plan

Western Bay of Plenty District Council first developed a Walking and Cycling Strategy in 2009. The strategy informed Council policy and investment decisions and was a required to support potential government funding.

An action plan and prioritisation criteria guided what needed to be done to deliver on the strategy objectives. Network Plans were developed with community input and provided a mapped vision of the opportunities for walking and cycling within the District, including connections to adjacent areas.

To continue to build on the significant achievements around establishing a walking and cycling network in the district, in 2020 the current Walking and Cycling Action Plan was developed with additions made in 2022.

The Action Plan sets out that the overarching objective of the walking and cycling network is to 'provide a safe and connected network that leads to improved transport choices and provides a variety of recreational experiences through and beyond our District.' It sets out the strategic network comprising the following:

- Core urban routes.
- Tourism and recreational routes.
- Rural-urban and rural-community routes.



Town Centre at Waihī Beach.

Core Urban Routes

Walking and cycling routes within the four urban centres of Katikati, Waihī Beach, Ōmokoroa and Te Puke have been identified. Where possible, the urban network connects into the tourism and recreational routes and rural routes to form the district wide network of walking and cycling experiences.

The reserve management plan for Katikati/Waihī Beach Ward includes in the vision that Waihī Beach and surrounds is a well-connected walking and cycling community, where pedestrians and cyclists feel safe. Proposed improved walkway/ cycleway trails will provide useful and safe routes for pedestrians and cyclists to navigate the Waihī Beach community.

Tourism and Recreational Routes

Our tourism and recreational routes provide a connected walking and cycling network through the District, from Waihī Beach to Okere Falls/ Rotoiti. The routes are made up of the Tauranga Moana Coastal Cycle Trail[38] in the west and the District Eastern Connections in the east. The Tauranga Moana Coastal Cycle Trail is comprised of three stages as set out below:

1. Ōmokoroa to Tauranga Urban Cycleway.
2. Waihī Beach to Waihī Town (and Hauraki Rail Trail).
3. Waihī Beach to Katikati and Ōmokoroa Cycleway.

For the purposes of this report we will consider stages two and three which include Waihī Beach.

38 WBOP Cycle Trails Map



Figure 16: Western Bay of Plenty District Cycleway and Walkway Strategy - Urban Network



Figure 17: Western Bay of Plenty District Cycleway and Walkway Strategy - Tourism and Recreational Network

Waihī Beach to Waihī Town (and Hauraki Rail Trail)

It is intended that this route connects from the northern end of Waihī Beach to Waihī township. The routes' location will be determined by the ability to secure access across private property, unformed road and private owned land. The primary purpose of this route is for recreation and tourism experiences, and to provide a safer alternative for recreational cyclists that wish to continue through to Waihī Beach from the end of the Hauraki Rail Trail in Waihī. The route from Waihi town to Waihī Beach is across challenging terrain and if built it will probably result in a grade 2 - 3 track that will better suit fit riders or those on e-mountain bikes.

Waihī Beach to Katikati and Ōmokoroa

Exploration of this route is on-going. Council is working with central government to assess options and how they can work with State Highway improvements. The purpose of this route would be to create safer recreational alternatives to the SH2 as well as recreation connections for local communities and visitors in the area. This connection is a long-term plan. Short sections within are likely to be filled in first for local communities as incremental progress. There is very limited ability to include or fund provision of cycleways in the SH2 Safe Roads project. It is likely sections of the route will be periodically constructed when land access agreements and funding is achieved.

Rural-Urban and Rural-Community Routes

These routes provide connections within local communities to destinations including larger urban areas, places of work and recreational/community hubs, and serve as connections to networks for safer local journeys off State Highways.

Examples of these in the west of the District include:

- Te Puna – Ainsworth – Munro – Hayward
- Minden Road walking track
- Ōmokoroa to Apata trail connection
- Athenree to Bridgman Lane connection.

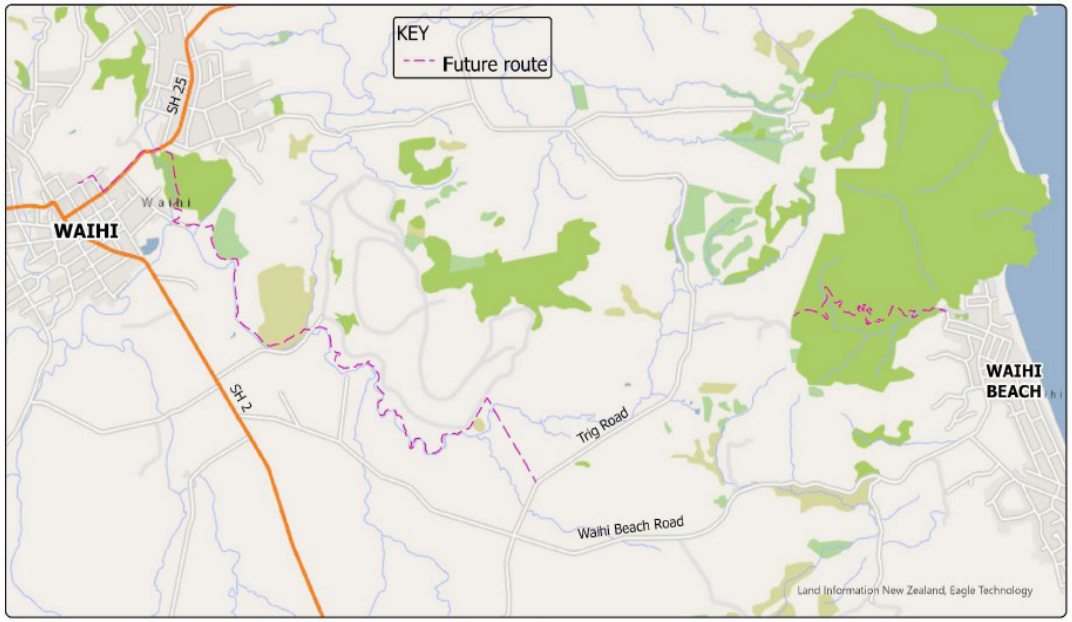


Figure 18: Proposed Waihī to Waihī Beach Cycleway.

Ahi Pātiki Pathway

In 2021 Council engaged with the Waihī Beach, Athenree and Bowentown communities to get their thoughts on a shared pathway from Bowentown to Athenree. This concept was overwhelmingly supported with it providing potential recreational opportunities for the community as well as a potential emergency evacuation route. It has been included in planning documents for a number of years, including in the Walking and Cycling Action Plan.

Further consultation with the community took place in 2025, with Council seeking feedback on a draft concept plan for the proposed shared pathway. The draft plan includes a 3 metre-wide, 355 metre-long boardwalk across the Waiau Estuary from Waihī Beach (near Island View), up the inlet through to Dr North Memorial Reserve and Pohutukawa Drive in Athenree.

This shared pathway will be a valuable asset for the Waihī Beach, Athenree, and Bowentown communities – offering a safer, more connected route for walking and cycling, and new opportunities to enjoy the outdoors, fishing, birdwatching, kayaking, or simply soaking in the beauty of the estuary environment.

The construction of this shared pathway is not currently funded with the majority of funding expected to come from external sources including grants, donations and charitable donations.







Photographic rendering of the proposed Ahi Pātiki Pathway crossing the estuary to Waihī Beach from Athenree.

Designations

Under the RMA, public works and some private utility and infrastructure projects can be provided for by way of designation. Certain organisations are able to serve a notice of requirement on a territorial local authority in respect of land required to be designated for such works. These organisations have the status of a 'requiring authority' under the RMA.

A notice of requirement follows a similar process to that of an application for resource consent and if confirmed is included in the District Plan as a designation. The effect of designating land is to authorise the use of that land for a particular work/s (e.g. school, police station, electricity substation, infrastructural services).

For activities that will not be in accordance with the designation of a particular site, or in the event that the designation is uplifted or lapses, the usual District Plan provisions relating to the land apply.

The existing District Plan Designations in Waihī Beach, Bowentown and Athenree are shown in Figure 19 and listed below:

- D47 – Telecom New Zealand Limited and Telecom Mobile Limited - Telecommunication and Radio-communication and Ancillary Purposes
- D137 – Waka Kotahi NZ Transport Agency - Road purposes – State Highway 2
- D142 – Western Bay of Plenty District Council - Service Lane
- D143 – Western Bay of Plenty District Council - Off Street Parking
- D144 – Western Bay of Plenty District Council - Proposed Service Lane
- D146 – Western Bay of Plenty District Council - Service Lane
- D175 – Western Bay of Plenty District Council - Proposed Waihī Beach Sewage Treatment Plant and Disposal System
- D176 – Western Bay of Plenty District Council - Land for Water Purposes
- D182 – Ministry of Education - Primary School and education facilities - Waihī Beach School
- D188 – Western Bay of Plenty District Council - Service Lane
- D203 – Waka Kotahi NZ Transport Agency - Road purposes - State Highway 2 (including four laning)
- D243 – Powerco - Waihī Beach Zone Substation.

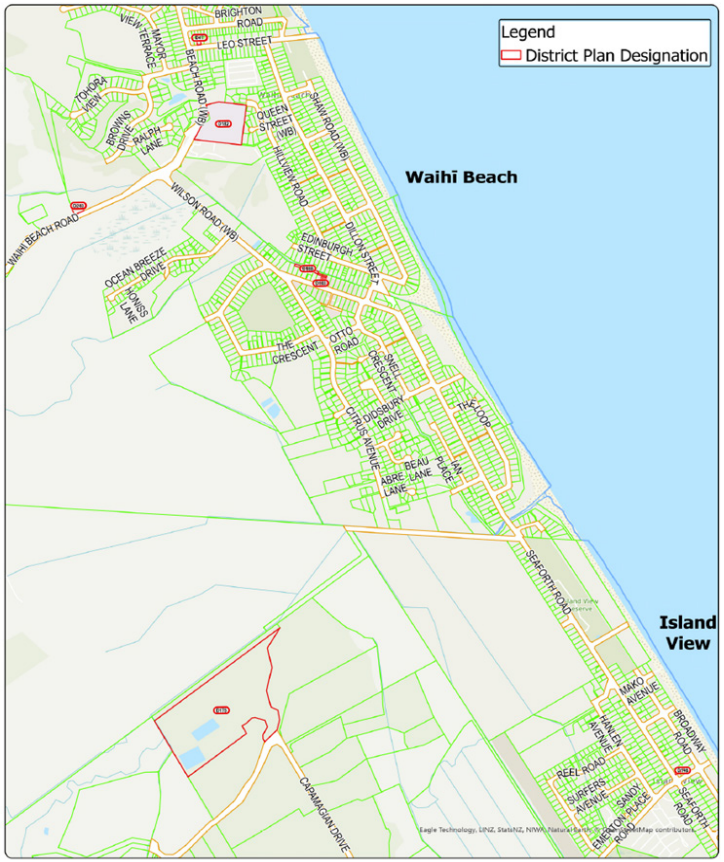


Figure 19: Existing District Plan Designations.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Social Infrastructure

Social infrastructure includes community facilities, services and networks that support individuals, families, groups and communities - such as public open space, parks and reserves, libraries, art galleries, museums, theatres, exhibition centres, pools, community centres, indoor sports centres and halls, educational institutions, healthcare facilities and marae.

The provision of public places is designed to align with the SmartGrowth Strategy and the Connected Centres programme, with a network of spaces and facilities (including health and education) across the sub-region, that can be enjoyed without having to travel long distances. All public places are part of a network which has regional, sub-regional, local and community elements. Social infrastructure also plays a role in supporting the response to natural hazards and emergency management.

The Western Bay of Plenty sub-region has a wide variety of social infrastructure that serves our community. Our past and projected growth within the sub-region places increasing pressure on these existing services, and as such, a range of new and upgraded facilities are proposed to support this growth to create thriving and liveable communities. Social infrastructure is a key enabler for the Connected Centres programme, which integrates and provides interplay between land use and transport. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play. Social infrastructure can also provide certainty and send positive signals for development.

As the sub-region grows, it will be important to monitor the changing needs for infrastructure and undertake actions to catch up and stay ahead of growth, to support community wellbeing, respond to changing demographics and to attract and support development.

Locally Waihī Beach has community led organisations such as Live Well Waihī Beach, which helps to drive collaboration between groups and organisations to enhance community services, assets and messaging.

Community Facilities

Marae

The Waihī Beach Ward Community Plan 2020 identifies the cultural values and goals of the area. Waihī Beach is a rich landscape of Māori and European history with many sites of cultural and historical significance. As discussed in Section 4 - Tangata Whenua, Te Whānau a Tauwhao are the Tangata Whenua who reside at Waihī Beach and their marae, Otawhiwhi is located on the harbour shore at Bowentown. They are part of Ngāi Te Rangi Iwi.

Cemeteries/Urupā

There are currently no cemeteries located in Waihī Beach-Bowentown/Athenree.

The Waihī Cemetery is located in the Hauraki District approximately 8km from Waihī Beach and the Katikati Cemetery approximately 21km.

Churches

There are several churches in Waihī Beach including St Joseph's Catholic Church, St Peter's Anglican Church, Waihī Beach United Church and Freedom Church. Many of these churches provide wider services to the community providing social connection for many in the community.

Elder Housing

Council is working in partnership with central government and local providers to ensure more housing options are available. Council's elder housing provides much needed affordable rental housing for older people with limited financial means. Council will continue to provide elder housing as it does now and will work to redevelop the stock over time so the housing is fit for purpose and more can be provided. There are currently 12 units located at 55 Beach Road, Waihī Beach.

Community Halls

Council supports a network of community halls across the district to meet local needs for education, recreation and social connection. The Waihī Beach Community Centre, owned by the Waihī Beach Community Centre Incorporated Society, is a large amenity that caters for a wide variety of activities and events. The complex consists of a hall, supper room, kitchen and several meeting rooms. Across the centre there is capacity to seat 50 - 500 people in the different spaces.

Libraries and Service Centres

Council has a network of libraries and service centres across the district. Te Ara Mātauranga - Waihī Beach Library and Community Hub was opened in July 2025. The new 400m^2 library and service centre replaces the one previously located in the Community Centre. It includes large meeting spaces for the community to use and is staffed by a customer services supervisor, two customer services representatives, and a community engagement librarian, who will be working across all age groups.

Schools

The school is located in Waihī Beach and serves students from Year 1-6. It has 11 classrooms serving a roll of between 230 to 260 students. It is the only school located within the Waihī Beach, Bowentown and Athenree catchment. Like any small community, the school plays an important role in connecting the community.

Waihī Beach Menz Shed

The Waihī Beach Menz Shed is located on Council land behind the Waihī Beach Community Centre. It provides a facility for members to share and learn skills to support local community initiatives.

Recreation and Open Space

The recreation and open space network play an important role in contributing to the social environmental, cultural and economic wellbeing of our communities. Features of the network include but are not limited to shared pathways, reserves, foreshore, campgrounds, swimming pools, playgrounds, boat ramps and dog parks.

Reserves

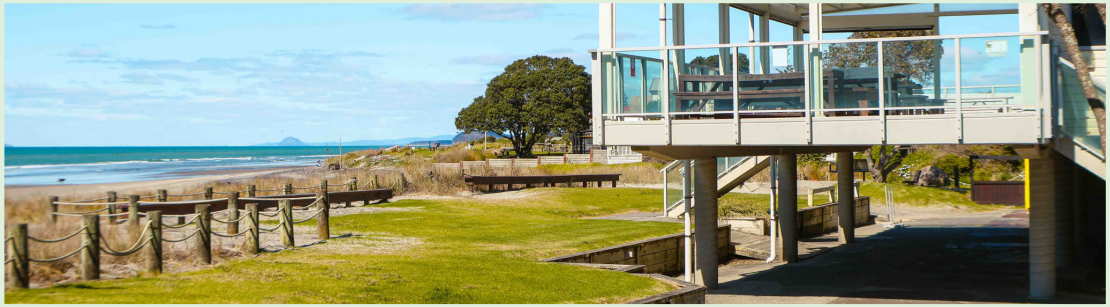
The Katikati-Waihī Beach Reserve Management Plan outlines the recreational opportunities for reserves across the ward. There are 24 reserves located within Waihī Beach, 4 reserves within Bowentown and 9 reserves within Athenree. They are as follows:

Waihī Beach reserves

- Beach Road Reserve
- Beachhaven Holiday Park
- Brewer Park
- Brighton Rd Reserve
- Te Mata Reserve (previously known as Broadlands Block)
- Coronation Park Reserve
- Didsbury Drive Drainage Reserve
- Ocean Breeze Drive Reserve
- Oceanview Road Reserve
- Pohutukawa Park
- Seaforth Road Reserve
- Shaw Road Reserve
- Three Mile Creek Reserves
- Tohora View and Brown Drive LP Drainage Reserve
- Two Mile Creek Reserve
- Waihī Beach Community Centre
- Waihī Beach Holiday Park
- Waihī Beach Plunket Reserve
- Waihī Beach Surf Club Reserve
- Waihī Beach Water Catchment Reserve
- Wilson Park
- Island View Esplanade Reserves
- Island View Reserve
- Waiiti Ave Reserves



Te Ara Mātauranga - Waihī Beach Library and Community Hub



Waihī Beach Surf Club Reserve

Bowentown reserves

- Bowentown Domain
- Papaunahi Road Recreation Reserve
- Pios Shores Recreation and Drainage Reserve
- Tui Park

Athenree reserves

- Adela Stewart Drive Reserve
- Athenree Historic Reserve
- Athenree North Foreshore Reserves
- Athenree South Foreshore Reserves
- Athenree Motorcamp
- Bowentown Domain
- Doctor North Memorial Reserve
- Koutunui Reserve
- Roretana Drive Reserve



Freedom campers at Anzac Bay, Bowentown Domain

Shared Pathways

Part One District-wide reserve management information (as part of the Katikati-Waihī Beach Reserve Management Plan) sets out Council's approach to shared pathway networks within the ward. It includes Council's Walking and Cycling Action Plan which enables Council to continue to build on the significant achievements around establishing a walking and cycling network in the district. More detailed information regarding shared pathways is discussed above in Section 9 - Transportation.

The Tauranga Moana Cycle Trail which sets out the priority trails across the district is also included in this plan. The priority trails for Waihī Beach include Waihī to Waihī Beach and Waihī Beach to Athenree and linkages within Waihī Beach/Bowentown.

The Waihī Beach Community Plan identified that there is a need for better physical connection between neighbourhoods, homes and places of interests (such as the beach, village, school and recreation space).

Connection from Athenree to Waihī Beach is only available by way of the main road which currently does not have a footpath or cycleway provision. This can limit people's ability to traverse between these centres.



Athenree North Foreshore Reserve

Recreational and Entertainment Facilities

Waihī Beach Airfield

Waihī Beach Airfield is a private airfield operated by Waihī Beach Flyers, a group of local flyers aiming to keep the airfield operational for all visiting pilots. The Airfield relies on landing fees to pay the running costs.

Waihī Beach Surf Lifesaving Club

The Waihī Beach Lifeguard Services is situated at the northern end of Waihī Beach. The original Waihī Surf Life Saving Club was founded in 1936 and has continually operated since then. It provides beach rescue services and surf sports in addition to many community events and activities enabling community connection.

Waihī Beach RSA

The Waihī Beach RSA was established in 1946 and provides a large venue utilised for food and beverage consumption, health and wellbeing activities, sporting activities (including a bowling club) and local group meetings and gatherings.

Waihī Beach Tennis Club

The Waihī Beach Tennis Club has a long history in the community with over 50 members the club provides a meeting place for the community to enjoy physical activity and social connection.

Skatepark

The Waihī Beach skatepark is a concrete transition-focused park, located at the rear of the Waihī Beach Community Centre. Upgrades to the skatepark are currently being progressed.

Ecology and Landscape

Ecological Features

There are a number of significant ecological features (or significant natural areas) identified in Waihī Beach, Bowentown and Athenree. These are shown on the District Plan maps and are protected by associated rules.

Waihī Beach has no ecological features identified in the District Plan. Pios Beach has a significant ecological feature which is identified by the sand dune vegetation and on the western side of Seaforth Road is areas of sedge and vineland. The Bowentown Road area is recorded for its estuarine vegetation and the Bowentown Heads for areas of forest. Similarly, for Athenree the ecological features are mostly on the edges of the peninsula with a combination of estuarine margin and vegetation, wetland, shrubland and further inland areas of forest.

Figure 20 shows the locations of the significant ecological features in the Waihī Beach, Bowentown and Athenree areas as shown in the District Plan.

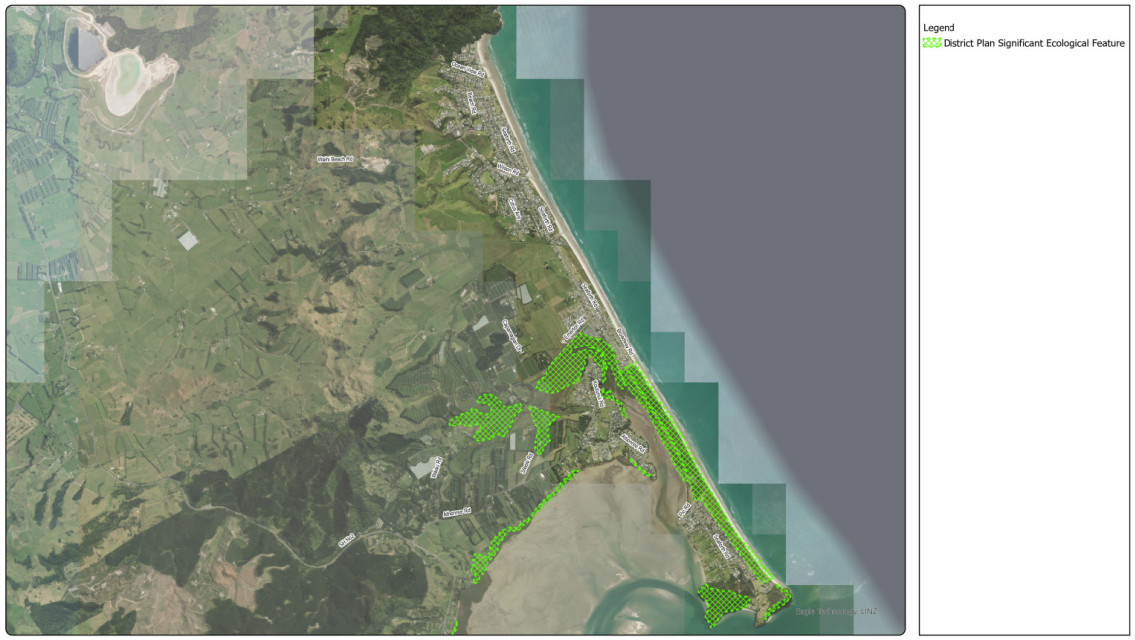


Figure 20: Ecological Features.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Ecological Connectivity

Ecological connectivity has been a focus for the Bay Conservation Alliance[39], who with the funding from Council have produced an Ecological Connectivity Strategy which is a step towards mapping and identifying the current and potential connectivity for species representative of forest and wetland ecosystems.[40]

"Umbrella Species" have been used for this modeling. The idea is that protecting an overarching (umbrella) species will help protect that ecosystem and all the other native species that inhabit it.

Corridors are identified namely for the Kererū (NZ woodpigeon) for forest ecosystems and Matuku Hūrepo (Australasian bittern) for wetland ecosystems.

The below maps provide an indication of these corridors for the Waihī Beach, Bowentown and Athenree areas.

39 Bay Conservation Alliance is a community founded organisation which supports community led conservation projects across the Bay of Plenty

40 Boffa Miskell Limited - WBOP Connectivity Strategy Report 2022



Figure 21: Kereru Connectivity Analysis Map - Waihī Beach, Bowentown and Athenree.

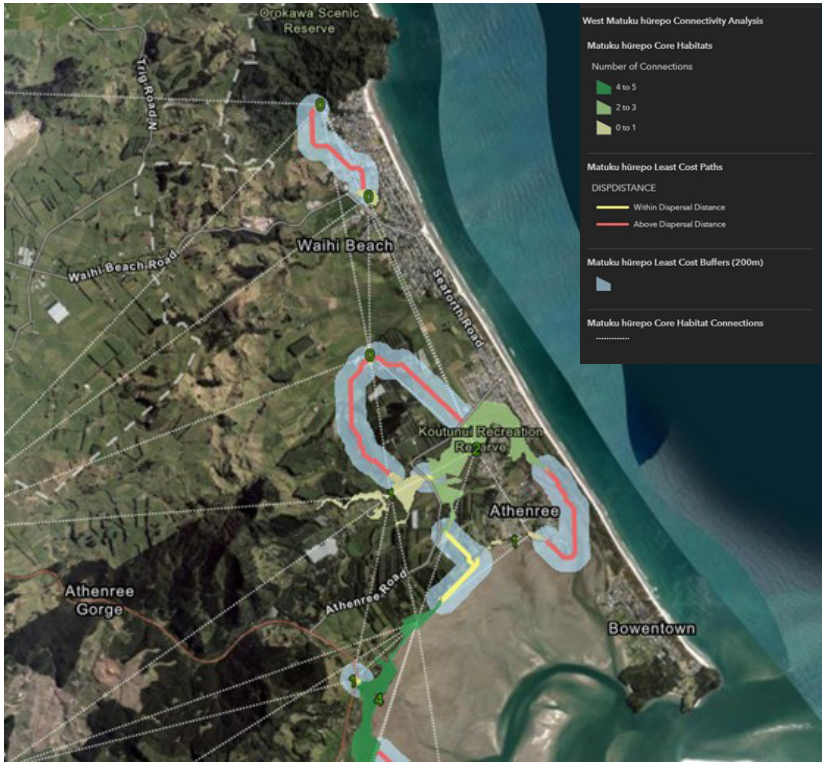


Figure 22: Matuku Hūrepo Connectivity Analysis Map - Waihī Beach, Bowentown and Athenree.

Landscape Features

Outstanding natural features and landscapes are also shown on the District Plan maps and subject to rules to manage effects. Waihī Beach – Bowentown and Athenree landscape values are protected by the Tauranga Harbour Landscape Management Areas and the Open Coastal Landscape Landward Edge Protection Yard, which contains all land adjoining the open coastline, zoned Rural and within 100m of MHWS. These features only apply to rural/lifestyle zones in recognition that urban and rural-residential zones are already developed or to be developed and landscape values are therefore already compromised in those locations. District Plan rules ensure that any buildings or other activities within these features are designed to maintain the visual appearance of the landscapes. This includes the likes of controlling building location, colour and height and making sure that areas of earthworks are replanted with vegetation.

The Tauranga Harbour Landscape Management Areas extend 300m inland from Mean High-Water Springs (MHWS). By definition, the Tauranga Harbour Landscape Management Area also includes the following part of Bowentown Heads and part of the unmodified dunes around Pio's Beach. Bowentown Heads was identified as significant in the Bay of Plenty Coastal Environment Landscape Assessment and includes the elevated volcanic core landform. It extends from MHWS and around the water's edge to the summits and down to the high duneland. The unmodified Dunes around Pio's Beach extends from the south-eastern edge of the Island View subdivision to Bowentown Heads but excludes the developed land on either side of the road around Pios Beach. These are the largest remaining areas of unmodified duneland in this area.

Additionally, the Orokawa Bay area has been identified as regionally significant in the "Bay of Plenty Coastal Environment Landscape Assessment" prepared for the Bay of Plenty Regional Council. It includes a series of 'typical' Coromandel bays and rocky headlands, the only area of its type in the Region and the District. The area follows the Orokawa Scenic Reserve boundary and the contiguous native forest.

Inland the Hikurangi-Puketoki-Matangia Knolls and Ridgelines extends from the Orokawa Bay area south of Hikurangi.

The skyline profile of the ridge and eastern slopes down to a contour of 100m above sea level is considered to be significant due to its importance in providing a backdrop to the Waihī Beach, Bowentown and Athenree areas. It is highly visible from these areas and the Tauranga Harbour and coast. The land is a mixture of pasture, bush remnants and exotic forest.

The Regional Council also separately identify and protect outstanding natural features and landscapes which are of significance to the region.

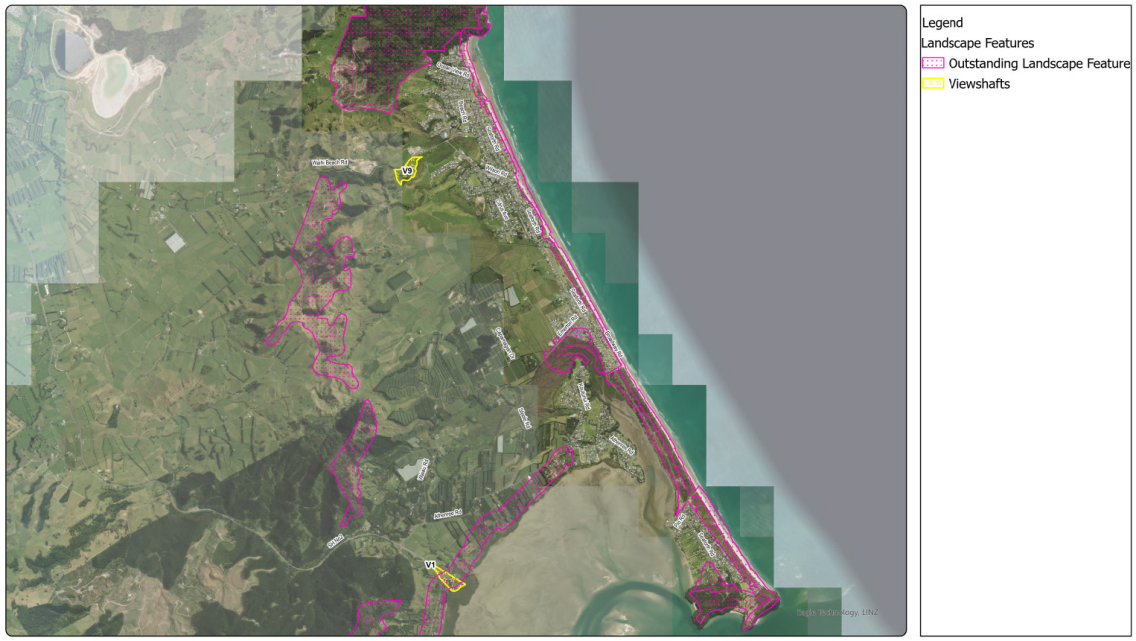


Figure 23: Landscape features and viewshafts.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Additionally, View Shafts are identified in the District Plan where outstanding views are offered from public lookouts and state highways. These views are protected by being formally identified in the District Plan within Appendix 2 and an area of land within proximity to vantage points being identified on the Planning Maps. Within this identified area, where the view is most at risk from blockage by development and planting, resource consent is required so that Council can ensure these activities are located in a way that ensures the view is maintained.

Two view shafts are located on State Highway 2 as you travel north just before reaching the turn off to Waihī Beach, Bowentown and Athenree. These areas provide unobstructed views of Bowentown and the harbour. One of these views (V1) is shown in Figure 23 on the previous page.

In 2011, Plan Change 13 identified an additional view shaft in the Waihī Beach, Bowentown and Athenree area, which is protected within the District Plan. This is described in the District Plan as below:

"View Nine: View towards the Waihī Beach township, ocean and Mayor Island from Waihī Beach Road travelling east... This view is experienced while driving down Waihī Beach Road towards the township and offers views over the township, ocean and out toward Mayor Island. It begins shortly after the intersection at Fergus Road where the road is elevated above the surrounding landscape and lasts approximately 200m before the road lowers and views become limited. It acts as a memorable entry point into Waihī Beach."



District Plan Viewshaft V9 - Waihī Beach Road

Natural Hazards

The Western Bay of Plenty District is subject to multiple natural hazards and the Waihī Beach, Bowentown and Athenree areas are no exception. The main hazards that could potentially affect Waihī Beach, Bowentown and Athenree are flooding (from extreme rainfall), coastal inundation, coastal erosion, land instability, liquefaction and tsunami. Not all of these potential hazards are present in all parts of these areas, as explained under the headings below. Active faults and volcanic eruption are potential hazards for both areas but are not mapped. Earthquakes are a significant influencer for land instability, liquefaction and tsunami.

Land Instability

Land instability refers to land which has the potential to slip (often referred to as landslides or landslips). Instability can be caused by earthquake activity, heavy rainfall events or human activity such as earthworks or uncontrolled stormwater discharge.

Council's planning maps include a layer for this specific hazard which for Waihī Beach, Bowentown and Athenree are divided into two categories – 'general' and 'landslip'.

Being mostly flat to gently sloping, Bowentown is free of this hazard from a mapping perspective. There may however be odd steep areas that have been or would be subject to geotechnical and slope stability investigations should they be developed.

Waihī Beach is similar to Bowentown in that Council's maps do not show widespread instability hazards, however, there are steeper areas at the northern end to the west that have been developed over the past 20 years.

During this time, developments would have been subject to rigorous geotechnical and stability reporting as may have been required by the District Plan, however, properties developed prior to this period may not have been subject to the same level of reporting. Waihī Beach has a high proportion of historical older dwellings, including on the steeper areas that would either not have been subject to slope stability analysis or the reporting was rudimentary.

Having steeper topography, and although not widespread, Athenree is more susceptible to this hazard, and this shows on Council's maps. There are four areas mapped as per Figure 24. As for Waihī Beach and Bowentown, stability reporting would be required for any areas proposed for development, that although not mapped, were considered to be at risk from instability, mainly due to slope angles.

In addition to the planning maps discussed, Council also holds a regional landslide susceptibly study which was completed in 2024 for all urban and rural areas in the District.

The mapping from this report is high-level and does not identify risk at an individual property scale but it does help us to generally understand which areas are potentially susceptible to landslide



Figure 24: Stability - Athenree.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Flooding

Flooding is mainly caused by extreme rainfall events and the extent of flood effects largely depend on the scale of the rain event. However, other things can influence the effects such as changes to landforms (natural or manmade), poor stormwater management associated with land development and climate change over time.

For the urban areas of Waihī Beach, Bowentown and Athenree, flood hazard mapping is based on a 2% AEP (1-in-50-year) event climate change adjusted out to the year 2115 e.g. heavier rainfall and sea level rise (which may delay rainwater from discharging into waterbodies especially at high tide). This mapping was done in 2017 but is in the process of being updated to also look at a 1% AEP (1-in-100 year) event in the year 2130. For the nearby rural areas, the mapping is more recent and already based on a 1% AEP (1-in-100 year) event out to the year 2130. Flooding also occurs from the effects of less severe storm events but of course not to the same extent.

Waihī Beach, Bowentown

Being adjacent to the open coast and with runoff from the hills behind, Waihī Beach is more susceptible to this hazard. Human intervention has contributed to the severity of this hazard with the historical infilling of wetlands, re-alignment of creeks and the densification of impervious surfaces from urban development (roofs, paving and roading). Flooding from heavy and/or sustained rainfall is worsened by coastal inundation which has a damming effect at the coastal interface due to wave surge and the temporary raising of sea levels caused by extremely low atmospheric pressures from cyclonic activity.

Waihī Beach is effectively positioned between the waters making their way to the coast from the upper western catchments, and the opposing storm surges coming in from the open coast to the east.

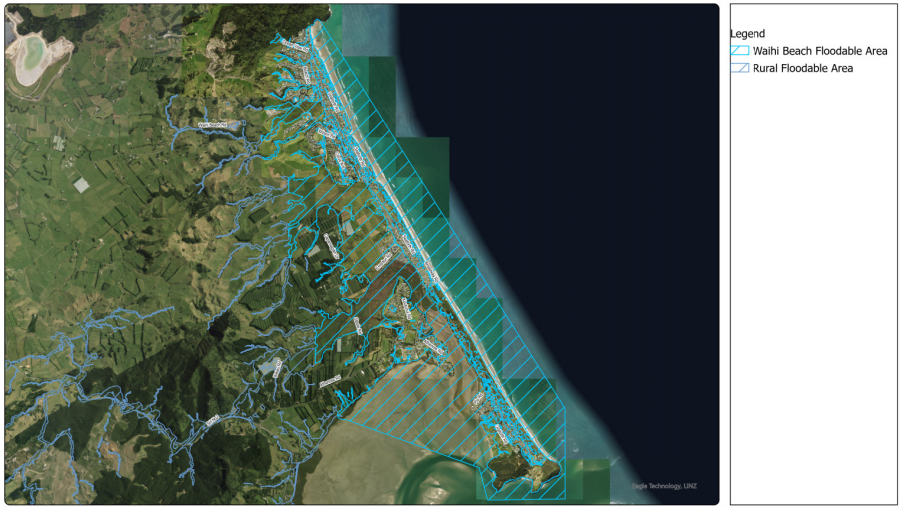


Figure 25: Flood hazard.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.



Figure 26: Flood hazard - Waihī Beach enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

As mentioned in the stormwater section, upgrades to the stormwater systems over the years and careful management of land development for increased run-off have improved the level of risk for Waihī Beach.

It remains that the topography of Waihī Beach, its location, surrounds, heights above sea level and the effects of storm surge limit the effectiveness of seemingly simple solutions, such as increasing pipe diameters and theoretically, capacities.

Bowentown being lower lying is more susceptible to flooding. The 5 pumps work well for events up to 5 to 10 year return period storms but beyond that the reticulation system overflows.

Athenree

As would be expected from the topography and higher elevation, flooding in Athenree is minor with no encroachment into residential areas of any significance. This is helped by a relatively modern stormwater reticulation system.

For subdivision and property development in all locations, impacts from flooding are generally able to be avoided or mitigated as the establishment and location of dwellings and ancillary buildings can be designed to manage these risks. Mitigation measures include minimum floor levels for buildings and avoiding earthworks or development in ponding areas/flowpaths.

Coastal Erosion

Coastal erosion is the loss of land due to coastal processes such as waves and tidal currents wearing away that land suddenly or overtime.

Coastlines are dynamic and always in a state of change as wind, waves and tides influence and shape the shoreline. Both the open coastline and harbour shorelines are susceptible, and these processes can pose risks to property and infrastructure.

The interface between land and sea/harbour means that wave action can undermine cliffs, low embankments or dune faces making them steeper and more unstable than they would be otherwise, resulting in sediment being lost onto the beaches and leaving the cliff or embankment faces without vegetation cover and even more vulnerable.

Coastal erosion affects all of our coastal lands and communities in the district including lands located on the open coast, harbour fringes and estuaries. It is occurring all the time but often goes unnoticed until a large event causes significant damage.

The most dynamic coastal environment are the surf beaches where often the loss of land is more obvious, even for minor sized events but ultimately, all land that interfaces with coastal environments are affected to some degree or other.

For many decades, councils with beachside settlements have promoted dune protection and enhancement through schemes such as limiting access through the dunes to specific locations and the planting of dune vegetation. This has worked very well and the current dune formations in Waihī Beach are a testament to that. However, this valuable work can be easily compromised by significant storm events. Councils and coastal communities can seek to further protect themselves from this hazard by applying for resource consent for sea or 'revetment' walls along the toe of the dunes at the beach interface. Council installed the revetment walls along the Shaw Road and The Loop foreshores around 2011 after receiving resource consent from BOPRC and approval from the Minister for the Environment in 2008. These consist of large well formed (dense) pieces of stacked rocks forming a wall like structure. It is important to note that the establishment of hard protection structures is now discouraged under the NZCPS (2010). See the photos to the right for coastal erosion.

In some cases where erosion has occurred on or adjacent to private property and is posing a significant risk, owners have installed 'ad hoc' protection structures with varying levels of success.

Council's Coastal Erosion Responses Policy was adopted in 2017. This recognises that coastal defenses like seawalls are costly to construct and maintain. The policy limits future Council funding to the protection of Council-owned land and strategic assets. It does not provide for the protection of private property.



Restoration of sand dunes in front of a property along the Waihī Beach shoreline.



Restoration of sand dunes along the Waihī Beach shoreline.

Council's GIS maps show two lines for this erosion hazard along the coastline – red for out to the year 2080 and green out to year 2130. These both include the effects of climate change at these times (sea level rise). There are also older lines in the District Plan (not shown in the map below).

To manage risk from coastal erosion, landowners are required to set buildings back as far from the hazard (e.g. cliffs/dunes) on their property as practicable. There are also controls in place to restrict subdivision and additional dwellings and all buildings must be designed to be relocatable.



Figure 27: Coastal erosion - Waihī Beach enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

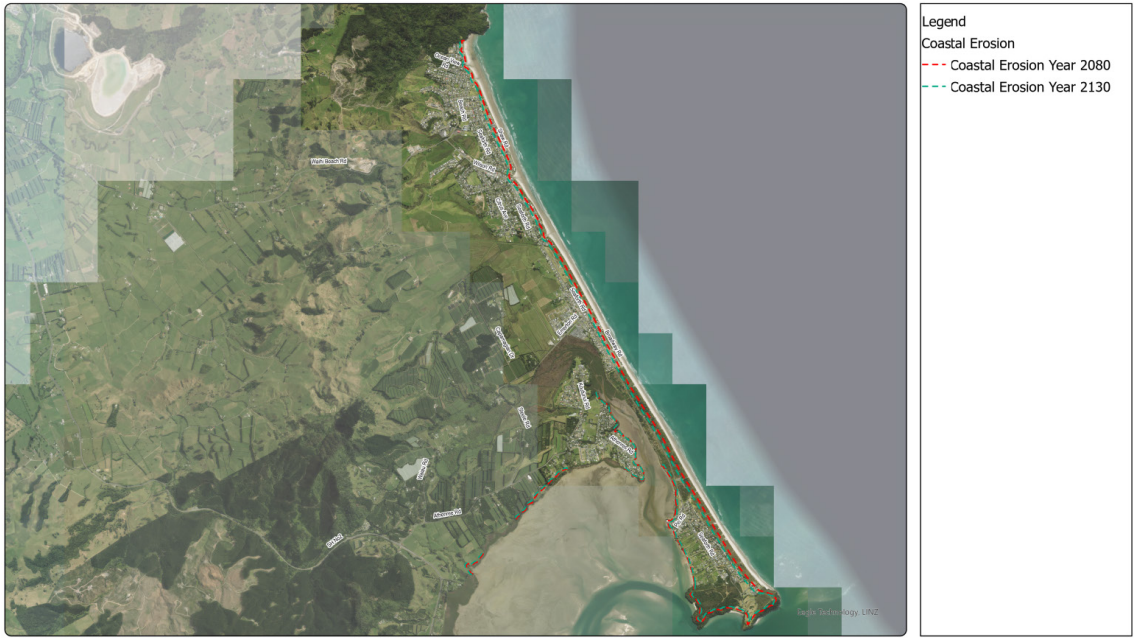
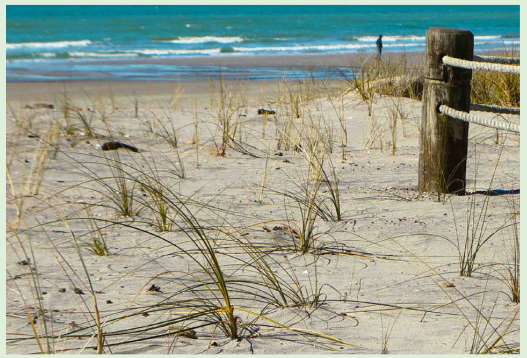


Figure 28: Coastal erosion.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.



Coastal erosion protection structures along the Waihī Beach shoreline.



Waihī Beach dune planting.

Coastal Inundation

Coastal inundation occurs when normally dry but low-lying land is flooded by the sea. This is caused by a combination of strong winds, large waves and temporary low atmospheric pressures which raise sea water levels. This can be compounded when high tides or larger than normal tides occur at the same time.

For the Waihī Beach and Bowentown area, ocean storm surges will migrate up the creeks and various other stormwater outlets, interacting with and holding back the waters trying to discharge to the coast from the upper catchments. This causes inland creeks and waterways around the town to back up and slow waters coming in from surrounding lands.

At times streams, creeks and drains breach their embankments laterally and spread out into the surrounding areas, including urban in places. In addition, storm surges can have enough energy to overwhelm the coastal dunes and migrate inland more directly and are the principal cause of coastal erosion.

Coastal inundation mapping is based on a 1% AEP (1-in-100-year) event which is climate change (i.e. sea level rise) adjusted. Council's District Plan maps which are now ten years old show brown hatched areas for this hazard when coming directly from the open coastline (climate change adjusted to the year 2115).

Council's online maps also show teal dotted areas for this hazard when coming from the Tauranga Harbour including into parts of Bowentown and Athenree (climate change adjusted to 2130).

As with flooding, for coastal inundation, subdivision and property development can manage the impacts from this hazard through the location and design of dwellings, ancillary buildings and supporting infrastructure. Mitigation measures may include minimum floor levels for buildings and avoiding earthworks or development in the affected areas.

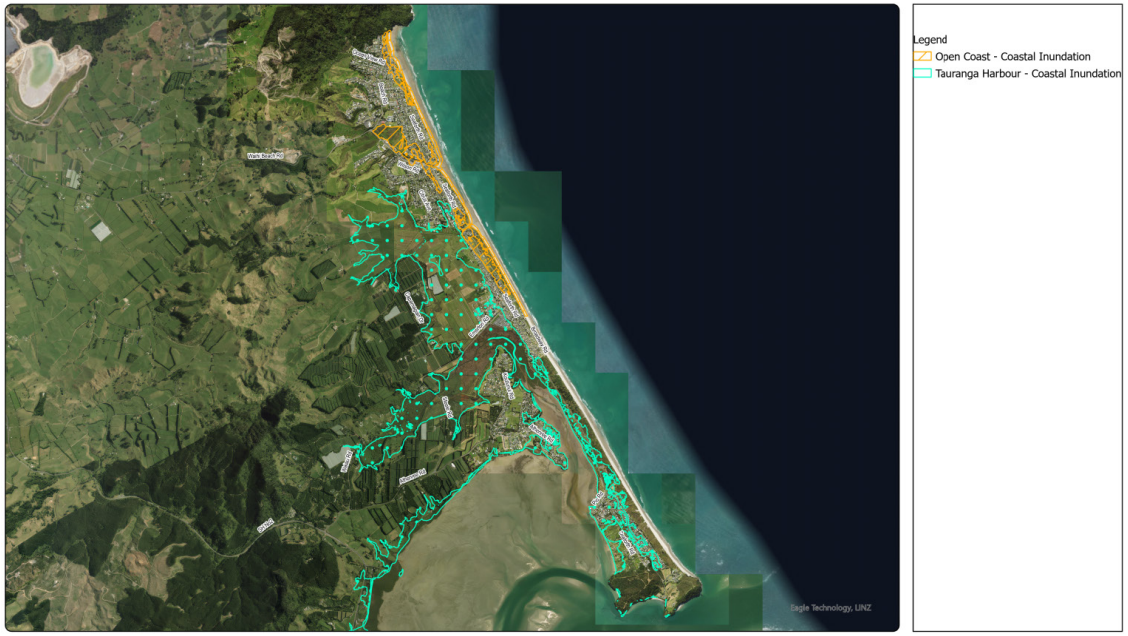


Figure 29: Coastal inundation.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.



Figure 30: Coastal inundation - Waihī Beach enlarged.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Tsunami

A tsunami is a series of waves generated when a large volume of water in the sea is rapidly displaced. A tsunami can be caused by large submarine or coastal earthquakes; underwater landslides; or volcanic eruptions beneath or near the sea.

The BOP Civil Defence Emergency Management (CDEM) Group have produced maps showing the tsunami evacuation zone across the region. The evacuation zone is based on areas predicted to be inundated from a 'maximum credible' tsunami event with modeling based on a 9.16 magnitude earthquake occurring within the Kermadec-Tonga Trench producing a 5m high tsunami at the open coast.

The maximum tsunami wave heights and inundation depths will be variable across the three study areas. Generally, effects would be expected to be greatest towards the open coast. More detailed analysis is available through the Regional Council's 'Bay of Plenty Natural Hazards Viewer' website.

A large tsunami has the potential to damage and destroy dwellings, properties and infrastructure, particularly those closest to the coast. For Waihī Beach, Bowentown and Athenree Spatial Plan, these areas include most of the residential areas being susceptible to tsunami, except for those that quickly climb in elevation at the north end such as Mayor View Drive and Tohora Way. All of the residential areas in Bowentown are identified as susceptible, except for the enclave accessed from a right of way named 'Hilltop at Pio', and around 50% of Athenree's low lying residential areas.

Earthquake induced tsunami are relatively easy to detect because the earthquake itself will be detected with the global network of seismic monitoring stations that operate 24/7.

This makes things like planning for evacuation a little easier as there is a time delay between the earthquake event and the resulting tidal waves arriving at the coast. However, there are other triggers for tsunami that are considered 'silent' such as sub-marine landslides which if close to the coast can produce tsunamis with extremely short arrival times such as 15 minutes. Recognising and protecting evacuation routes is important.

All three study areas benefit from having high ground within a relatively short distance. The north end of Waihī Beach has high ground within walking distance immediately to the west. For the central part (Island View) the nearest high ground is likely to be the north end of Capamagian Drive.

Bowentown has high ground at the south end within walking distance for at least half the village. This places an emphasis on the importance of evacuation routes and whilst the public roads provide reasonable passage for vehicles and cyclists, shared pathways are equally as vital. Council's project to build a shared path linking Athenree to south Waihī Beach (Island View) will provide a passage to a safe destination for the community residing in this area.

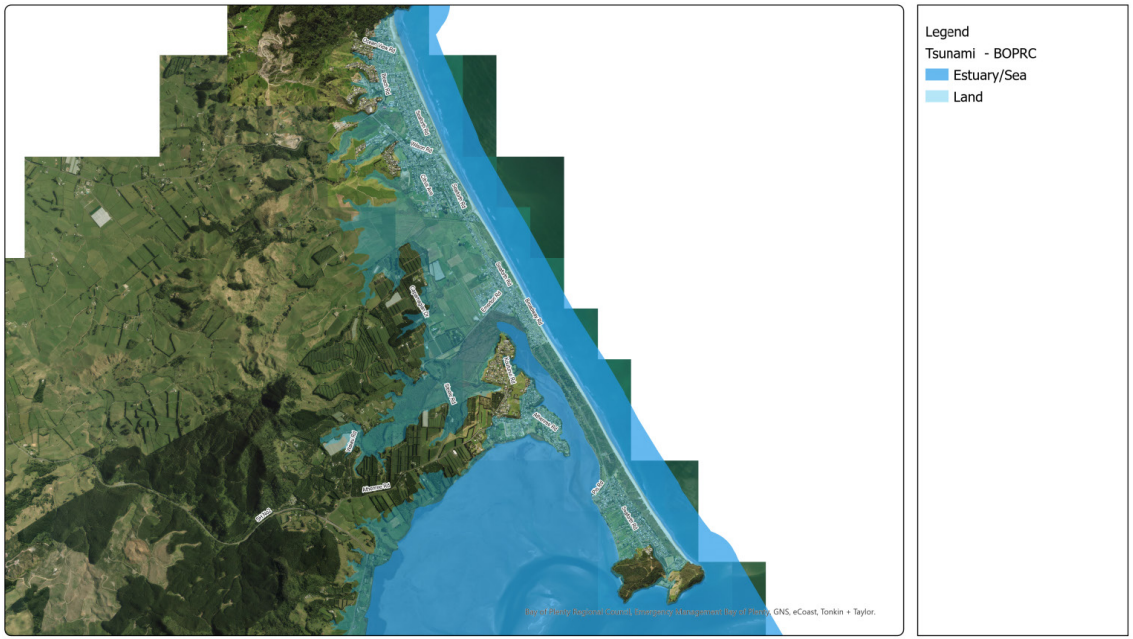


Figure 31: Tsunami Evacuation Map.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Liquefaction

Liquefaction can occur when some saturated soils (typically silts and sands) lose strength and stiffness, temporarily behaving as a liquid rather than a solid, in response to earthquake shaking. Only some soil types are prone to liquefaction and only some earthquakes are strong enough to cause liquefaction.

Liquefaction was brought to the forefront of natural hazards planning as a result of the Christchurch earthquakes in 2011. Council and geotechnical professionals have, as a matter of course, been factoring this hazard into geotechnical reporting for subdivision and property development.

Council has liquefaction maps for the District. The maps for Waihī Beach, Bowentown and Athenree are based on a region-wide study that was prepared using a basic desktop assessment. These maps show where "liquefaction damage is possible", "liquefaction damage is unlikely" and where the "liquefaction category is undetermined".

Due to the regional scale of the study and information gaps, alongside the "possible" and "unlikely" categories, there are also "undetermined" categories in all three study areas. Large areas of Waihī Beach are currently depicted on Council's maps as having a 'liquefaction damage is possible' category as is nearly all of Bowentown. For Athenree around a third has this category. However, there are still developable areas of 'undetermined' in Waihī Beach. To increase certainty, Council is currently working on a project to improve the mapping and reclassify undetermined areas to either "possible" or "unlikely" in areas of the District where growth is already planned for including Waihī Beach-Bowentown and Athenree.

Council is also currently working on a geotechnical practitioner's guide to assist professionals in determining what level of scrutiny may be required with the aim of reducing reporting costs for people building dwellings or other structures. This guide is for all areas in the District.

Areas that are or could be prone to liquefaction is due to the geomorphology which includes the soil types and profiles, their age and thicknesses and the sub-surface elevation of the groundwater table.

To mitigate or avoid risk, District Plan rules require rigorous geotechnical reporting to confirm the probability of the liquefaction hazard.

For developments where it is not possible to locate buildings away from the hazard, mitigation measures such as ground improvement and/or specific foundation design are often required.

Where resource consent is required to manage ground hazards, rigorous geotechnical reporting and construction monitoring is required and upon completion, the resource consent conditions are required to be certified by the consent holders professional representatives and if acceptable, signed off by Council.

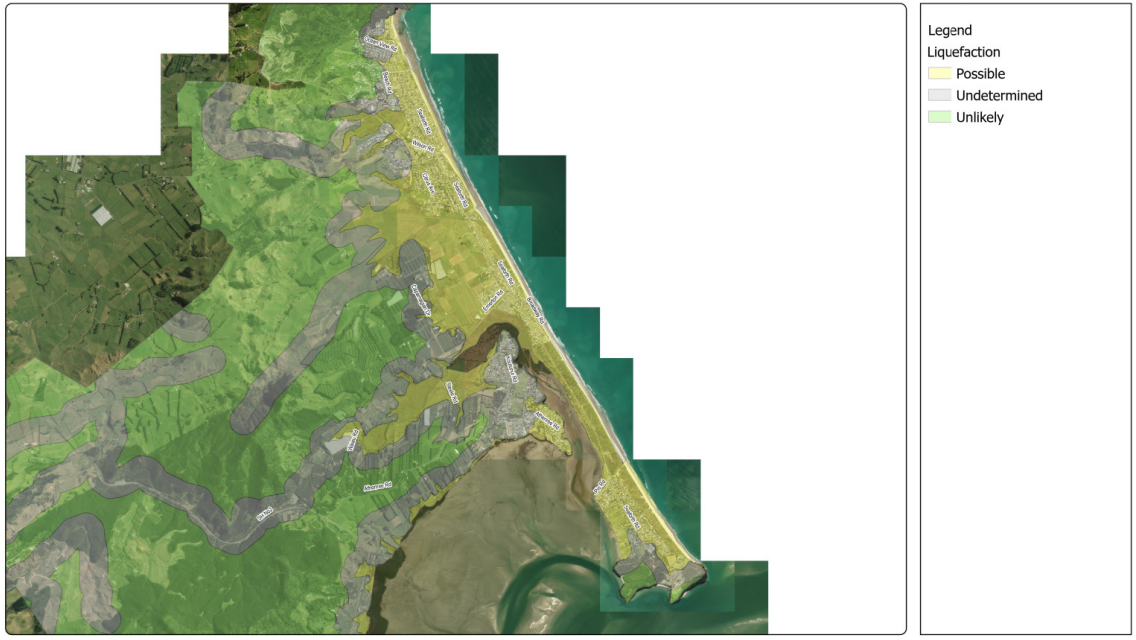


Figure 32: Liquefaction.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Volcanic Eruption

Although there are no active volcanoes, surface or subsurface calderas located within the three study areas, there are 10 subsurface calderas located on the Coromandel peninsular with 4 in close proximity to Waihī Beach, Bowentown and Athenree. The closeness of the four sub-surface calderas to the north and extensive volcanic features in surrounding districts to the south do pose an ashfall threat at the lower end of the scale which is the more likely scenario.

The major risks are located to the south of Western Bay District, originating from the large sub-surface calderas in both Rotorua and Taupo with a lesser risk (based on size) to the north from the Coromandel Peninsular; and, from the east and southeast with Tuhua (Mayor Island) and Te Puia o Whakaari (White Island). Although appearing as dormant, Mayor Island is considered by the Regional Council as active and of course, White Island is very active on a continuous basis.

Calderas are collapsed volcanoes that often form lakes in the resulting depression such as lakes Taupo and Rotorua. In the map above it can be seen that the Taupo and Rotorua caldera systems are extensive and reach close to the coast. This caldera system is as large as the Yellowstone caldera system in the United States. Wind direction is a big factor for any ash ejections approaching from either Taupo or Rotorua with westerlies and south-westerlies posing the greatest risk. Westerly winds place the eastern part of the district in the firing line whilst south-westerly winds would place a risk to the whole District – including Waihī Beach, Bowentown and Athenree. These wind directions are common in the Bay of Plenty.

Having no lakes to identify them, the calderas located to the north of Waihī Beach, Bowentown and Athenree are less obvious but mapped by the Regional Council.

The BOPRC has undertaken a Volcanic Hazards scoping study to identify and access gaps in the volcanic mapping for the region. Several recommendations that have come from this scoping study may influence the region-wide ashfall modeling going forward.[41]

Active Faults

Although there are no known active faults in the three areas, earthquakes are occurring within the region on an almost daily basis, however these are usually too small in magnitude and too deep to be felt other than by seismic equipment. Major earthquakes in more distant localities where the larger faults are could affect wider areas of our region.

41 BOPRC Volcanic Hazards Scoping Study

42 BOPRC Natural Hazards Viewer

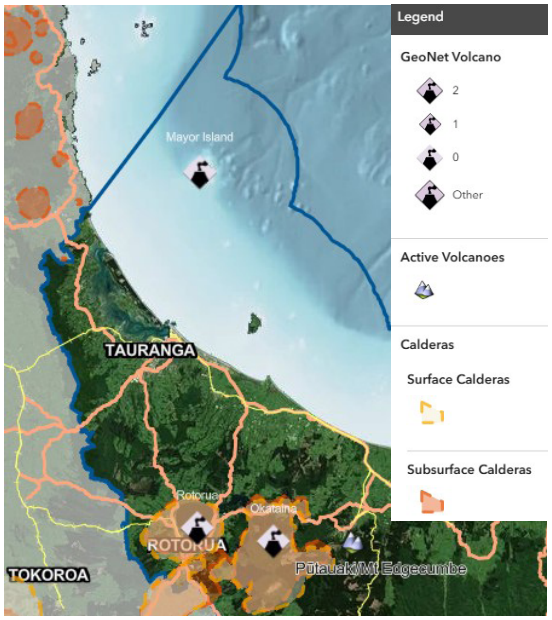


Figure 33: Volcanic locations in the Western Bay of Plenty. The orange shading depicts sub-surface calderas, and the diamond shapes are active volcanoes.[42]

Economic Overview

The SmartGrowth Strategy - Economic Overview

The SmartGrowth Strategy 2024-2074 identifies that over the past decade, the sub-region has delivered a strong, growing and increasingly diversified economy, contributing to a record low level of unemployment. The Port of Tauranga, New Zealand's largest port, has helped underpin the region's economy, providing a critical link in the upper North Island and national supply chain. The Port is served by both rail and road networks; currently handling 32% of all New Zealand cargo, 36% of New Zealand exports and 42% of all shipping containers.

The expected increase in population in Waikato, Bay of Plenty and Auckland is likely to cause organic growth in the freight and logistics sector in Waikato and Bay of Plenty. In these two regions, it is predicted that there will be an increase in freight growth of approximately 45-65% between 2020-2030. As such, protecting the Port's social license to operate and maintaining access to/from the Port is critical not just for the region, but for the future viability of New Zealand's export economy.

The Kiwifruit industry provides another backbone to the local economy with 82% of production originating from the Bay of Plenty and significant volume and value growth being forecast by Zespri, particularly in the neighbouring Eastern Bay of Plenty sub-region.

Kiwifruit and avocado orchards dominate the horticultural activity within the sub-region, and are a major economic driver. Projected increases in temperature and reduced winter chill may impact budbreak and fruit maturity. Warmer temperatures may increase the fire risk, pose risks to worker health, and increase the occurrence of pests and diseases. It may also increase irrigation demands, which coupled with increased drought may contribute to regional issues relating to water availability. Increasing extreme weather (flooding, wind, storms, frost events, and changing seasonality) and groundwater rise may increase damage to crops and interfere with harvesting practices.[43]

In addition to horticulture, tourism plays a part in the Waihī Beach, Bowentown and Athenree economy. The tourism sector is not an industry but rather comprises parts of various industries including accommodation and food services, retail, arts and recreation services and transport.

The tourism sector contributed $57.1m towards GDP in the Western Bay of Plenty District in 2024. This amounted to 1.8% of Western Bay of Plenty District's economic output in 2024. Economic output in Western Bay of Plenty District's tourism sector increased by 17.5% in 2024, compared with an increase of 7.6% in the Western Bay of Plenty sub-region.[44]

SmartGrowth Housing and Business Development Capacity Assessment (HBA)

As part of the Housing and Business Development Capacity Assessment 2022, a report was prepared by Market Economics on sub-regional business land demand and supply analysis as part of complying with the National Policy Statement on Urban Development (NPS-UD).

There is enough capacity to cater for industrial and commercial/retail growth in the District.

Future industrial capacity includes approximately 500ha of vacant Industrial zoned land at Waihī Beach, Katikati, Ōmokoroa, Te Puna, Te Puke and Rangiuru.[45]

Of Commercial zoned land, small areas totaling approximately 25ha are vacant in Waihī Beach, Katikati and Maketu. There is also a large area of vacant commercial land in Ōmokoroa where the future town centre has been approved through resource consent.

43 SmartGrowth Strategy - Climate Resilience Chapter

44 Regional Economic Profile - Tourism GDP

45 SmartGrowth Development Trends Report 2024

Existing Commercial and Industrial Land Use

The Waihī Beach, Bowentown commercial area is made up of the following key sites/locations:

- The main commercial zone/town centre is on Wilson Road. This includes a range of commercial activities and services including offices, retail, restaurants, bars, cafes, takeaways, bakeries, gyms, accommodation and medical and community services.
- With small pockets of commercial areas throughout the residential area:
  - along Beach Road north of the town centre
  - on the corner of Tuna Ave/Seaforth Road
  - on the corner of Pio Road /Seaforth Road
- The commercial transition zone off Edinburgh Street where there is an Early Childhood Education Centre however this area is mainly used for housing.
- There are also a number of smaller home enterprises in residential and rural areas.

For Waihī Beach industrial land, there is one area zoned Industrial on Emerton Road next to the Airstrip, this area is owned by Council and is approximately 25ha in size. There has been no development of this area. The land is identified in the District Plan as subject to flooding, outside of the District Plan the natural hazards shown to affect the property include coastal inundation, liquefaction (possible) and further flood maps.

For Athenree the only commercial area is located towards the end of the peninsula on Athenree Road. There is no industrial zoned land within the Athenree area.

Waihī Beach Town Centre Plan

Waihī Beach undertook a town centre planning exercise in 2008. The objective of the town centre plan was to inform the District Plan to ensure that future development took the village feel and character into consideration. The Waihī Beach Town Centre Plan identifies the strengths and opportunities in and around the town centre to guide future development. Key outcomes the Plan identified include building design and development guidelines, a proposed walkway along Two Mile Creek, medium density housing around the town centre, and parking in and around the town centre.

Where it was possible, outcomes of the Town Centre Plan then informed and were incorporated into the District Plan through the District Plan Review process (2009 to 2012).

Relevant Commercial/Industrial related Plan Changes

The following section of this report covers in more detail the relevant plan changes that have a commercial component in the Waihī Beach, Bowentown and Athenree area.



Figure 34: District Plan Zones Enlargement - Emerton Road.
To view this map in detail, go to: www.yourplace.westernbay.govt.nz/spatial-plan-waihi-beach-bowentown-athenree.

Waihī Beach Urban Growth Study 2002 (Commercial and Industrial)

As discussed in Section 7 - Housing and Land the Waihī Beach Urban Growth study which progressed into a plan change in 2002, in addition to rezoning new areas for residential purposes, also created a future commercial area and considered the necessity of industrial zoned land. This is when the land on the other side of Two Mile Creek along Edinburgh Street was zoned future commercial.

This 2002 urban growth study also looked at the industrial land zoned for Waihī Beach, it was noted that there was 2.78ha zoned industrial at the end of Edinburgh Street and that this area was mostly undeveloped, low lying and subject to inundation. The study recognised that locating industrial activities close to residential zone is generally not appropriate due to the effects on the adjoining residential neighbours. Ultimately given the topographical constraints and nature of the urban development in Waihī Beach there are no areas that stood out as being suitable for standard industrial activities and to an extent industrial zoned land was unnecessary. Through consultation it was determined that an area for "lighter industrial activities" should be zoned, and three areas were identified for a new business zone which could include these activities. It was determined only one of the three was needed. Through consultation the land at the end of Emerton Road was identified as "low impact industrial" to provide for this need.

District Plan Review (Commercial and Industrial)

The District Plan Review of the "Blue Plan" was notified in 2009, this review assessed the commercial and industrial zoning needs for Waihī Beach.

Through the review process the future commercial zone (established as part of the urban growth study) along with Edinburgh Street, was updated to become a Commercial Transition Zone. This change was influenced by the preparation of the Town Centre Plan in 2008 and its consultation.

Additionally, through the review process came changes to the location of the industrial zone on Emerton Road. The Industrial land moved to the other side of the Airstrip increased in size to the current area it is today. The rules for this zone also changed to being the general industrial rules rather than specialised low impact industrial rules which existed previously.



Athenree Hot Springs and Holiday Park.



Popular hot spot - Flat White Cafe, Waihī Beach

Appendix 1 - Previous Community Engagement

A range of feedback from the community of the Waihī Beach, Bowentown and Athenree area has been received over the past several years. Council acknowledges that we have received a wealth of information from the community through various community engagement mechanisms. This feedback has been reviewed and assessed for information as part of data gathering for the baseline report.

The community feedback from residents of Waihī Beach, Bowentown and Athenree has been sourced from:

- The Annual Plan 2023/2024 received 332 submissions. Through this process, Waihī Beach residents commented on the proposed new library and community hub.
- The SmartGrowth Strategy 2024-2074 received 86 submissions during consultation in 2023 to support direction of growth and investment in the Western Bay of Plenty subregion.
- Early engagement on the Long-Term Plan in 2023 focused on the 12 main neighbourhoods within the Western Bay of Plenty District. Council worked with community leaders to focus on the questions they felt were most relevant to their individual community. For Waihī Beach and Athenree this included transportation issues such as parking and safety, climate change impacts, access to Council facilities and support for the local economy particularly during off-peak seasons.
- The Your Place Tō wāhi - pre-engagement for the District Plan review involved a six week pre-engagement phase. 1142 survey responses were received, and 140 of those responses were from Waihī Beach, Athenree and Bowentown residents.
- The Long-Term Plan received 588 submissions through formal consultation in June 2024. 40 submissions were from Waihī Beach and Athenree residents and 4 were from local or relevant organisations/businesses including Athenree Action Group, Katikati Waihī Beach Residents and Ratepayers Association, Waihī Beach Community Board and Waihī Beach Stormwater Action Team.

These submissions and supporting reports have been used to represent the local community voice.

"Waihī Beach is a unique and cherished location, renowned for its stunning coastal beauty, rich cultural heritage, and close-knit community spirit. However, our community is dealing with a range of challenges that require thoughtful and strategic planning. Our concerns span environmental sustainability, infrastructure development, economic growth, and social wellbeing." - Quote from the Long Term Plan 2024 feedback.

Social Infrastructure

There was high support for the recent library upgrade which opened in July 2025, after initial community concerns about a potential location and accessibility for residents. There is strong community sentiment supporting beautification of the local village area, particularly as tourism drives economic development for the area.

Environment and Natural Hazards

Stormwater mitigation is a key concern for the Waihī Beach community, with growth pressures and the changing climate putting a burden on existing stormwater issues. This has been reflected through multiple community consultation processes and championed by the Waihī Beach Stormwater Action Team.

Through the Your Place tō Wahi consultation in 2023, 254 respondents from Waihī Beach and Athenree believed it is important to develop a climate action plan specific to the Waihī Beach area with a predominant focus on land use planning and the impact of climate change on existing infrastructure.

Land Use and Housing

There is some community concern around the density of future housing and new developments on low lying land given the impacts of existing natural hazards. This was evidenced through feedback received through Your Place tō Wahi – Pre-engagement on the District Plan Review in 2023.

Economic Development

In 2023, 418 residents supported the creation of a destination plan that focuses on supporting the local economy through the off-peak periods where there is a drop in revenue. Majority of support was for the promotion of winter weekend events and marketing initiatives.

Transportation

Key areas of concern for Waihī Beach, Bowentown and Athenree include increasing car parking as well as improving pedestrian safety and access, particularly around Waihī Beach Primary School and Waihī Beach medical centre.

Multiple submitters through Your Place tō Wahi expressed a desire for more dedicated cycleways away from the main roads. Through the LTP it was stated that the Athenree Crossing should take priority in this regard.

While there is community sentiment supporting the establishment of bus routes, submitters also acknowledge that there may not be the demand to make public transport viable.

Appendix 2 - Population and Dwellings Tables

Census 2023

POPULATION	Waihī Beach - Bowentown		Athenree		Waiau		Waihī Beach - Bowentown/Athenree		All Combined including Waiau	
Population	2,550		906		330		3,456		3,786	
Median Age years	58.8		55.0		52.2		56.9		55.3	
0-14 years	12%	306	15%	138	14%	45	13%	444	13%	489
15-29 years	10%	252	10%	87	15%	51	10%	339	10%	390
30-49 years	17%	423	19%	174	19%	63	17%	597	17%	660
50-64 years	25%	636	21%	192	26%	87	24%	828	24%	915
65+ years	37%	939	35%	315	25%	84	36%	1,254	35%	1,338
European	91%	2,331	91%	822	79%	261	91%	3,153	90%	3,414
Māori	17%	423	18%	165	32%	105	17%	588	18%	693
Pacific	1%	33	1%	12	6%	21	1%	45	2%	66
Asian	1%	33	2%	18	1%	3	1%	51	1%	54
Other	2%	39	2%	18	1%	3	2%	57	2%	60
Partnered	62%		63%		51%		62%		61%	
Employed	53%		54%		60%		53%		54%	
Personal income	$34,200		$30,500		$29,800		$32,350		$31,500	

DWELLINGS	Waihī Beach - Bowentown		Athenree		Waiau		Waihī Beach - Bowentown/Athenree		All Combined including Waiau	
Total Dwellings	2,661		453		138		3,114		3,252	
Occupied	45%	1,200	76%	345	78%	108	50%	1,545	51%	1,653
1 Bedroom	8%	96	4%	15	9%	9	7%	111	7%	120
2 Bedrooms	18%	213	14%	48	3%	3	17%	261	16%	264
3 Bedrooms	39%	453	49%	165	40%	42	41%	618	41%	660
4 Bedrooms	27%	318	27%	93	37%	39	27%	411	28%	450
5+ Bedrooms	8%	93	7%	24	11%	12	8%	117	8%	129

HOUSEHOLDS	Waihī Beach - Bowentown		Athenree		Waiau		Waihī Beach - Bowentown/Athenree		All Combined including Waiau	
Total Households	1,107		336		105		1,443		1,548	
Avg. No. Residents	2.0		2.4		2.5		2.2		2.3	
1 Family	64%	684	72%	237	68%	63	66%	921	71%	984
2 Families	1%	6	2%	6	3%	3	1%	12	1%	15
3+ Families	0%	0	0%	0	3%	3	0%	0	0%	3
Multi-Persons	2%	21	2%	6	0%	0	2%	27	2%	27
1 Person	33%	354	24%	78	26%	24	31%	432	33%	456
Owned/Trust	79%	873	83%	276	76%	78	80%	1,149	80%	1,227
Rented	21%	234	17%	57	24%	24	20%	291	20%	315
Couple No Kids	67%	465	62%	156	60%	45	65%	621	65%	666
Couple With Kids	24%	168	27%	69	28%	21	25%	237	25%	258
1 Parent With Kids	9%	66	11%	27	12%	9	10%	93	10%	102
Household Income	$65,700		$76,700		$79,500		$71,200		$73,967	
Weekly Rent (HUD, June 2025)	$575		$507		-		-		-	
Median Sale Price (HUD, June 2025)	$1,590,054		$1,051,083		-		-		-	

Dwelling Consents and New Lots 2018 - 2025

DWELLING CONSENTS ISSUED	Waihī Beach - Bowentown	Athenree	Waiau	TOTAL
2018	50	13	0	63
2019	31	7	0	38
2020	25	8	0	33
2021	45	6	0	51
2022	42	5	0	47
2023	63	4	1	68
2024	33	2	1	36
2025	34	2	1	37
TOTAL	**323**	**47**	**3**	**373**

NEW LOTS CREATED	Waihī Beach - Bowentown	Athenree	Waiau	TOTAL
2018	10	19	1	30
2019	30	1	5	36
2020	19	5	0	24
2021	14	3	2	19
2022	25	1	0	26
2023	42	1	0	43
2024	6	2	0	8
2025	10	32	0	42
TOTAL	**156**	**64**	**8**	**228**

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Katikati Spatial Plan

Ideas Summary

Summary of discussions from Community Ideas Forums

January 2026

Western Bay of Plenty District Council

This document outlines the discussions from the Katikati Community Ideas Forum (the Forum), Sessions 1 to 4, conducted between October and December 2025. These sessions focused on gaining insights from representatives from the community to help inform the Spatial Plan and shape the future wider community engagement on Spatial Planning planned for February to April 2026.

The Forum explored topics such as growth, housing, cultural considerations, future opportunities and constraints for growth, and infrastructure. Participants included hapū partners, community members, Ward Councillors and Community Board members.

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What is a Spatial Plan

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council and other agencies or organisations. Ultimately, it will help to determine what the area looks like in 30+ years' time and maps out how we get there. A spatial plan shows:



Where new homes, businesses, recreation, & infrastructure could go.



How we make sure growth reflects the identity, needs and aspirations of our people and places.



What needs protection.



How people will get around.

What's in scope

Here's what is included in the spatial plan conversations:

Focus areas
The urban areas of Katikati.
Note: Spatial plans are required to focus on urban areas planned for growth and their required infrastructure. However, we'll also consider the relationships and interdependencies of the surrounding areas.

Future growth and development
Where and how our towns should grow in the short, medium and long term.

Tangata Whenua perspectives
Understanding the aspirations of Tangata Whenua, including cultural heritage sites, and statutory acknowledgments under Treaty Settlements.

Housing
Ensuring enough land is available for future housing and identifying areas suitable for further residential development.

Infrastructure
Looking at what infrastructure (including roading, power, telecommunication, water, wastewater and stormwater) is already in place and what may be needed as the population grows.

Social infrastructure
Looking at the social need for things like schools, parks, healthcare, and community spaces that support our communities as they grow.

Environmental constraints
Considering natural features, risks and limitations such as:

- Flooding, coastal erosion, other coastal hazards, and unstable land
- Highly productive land and potentially contaminated soils
- Significant ecological/landscape features, such as bush and wetlands.
- Significant cultural heritage features and other archaeological sites.

Zoning and land use
Exploring how land is currently used, what uses should be encouraged or limited in the future, and how different activities (e.g. residential, rural, commercial, industrial) can best fit together.

Why a spatial plan

The spatial plan will be prepared to inform the upcoming Regional Spatial Plan as part of the proposed new Resource Management Reform Bills - the Planning Bill and the Natural Environment Bill. The Planning Bill sets out the requirement for Regional Spatial Plans to regionally identify the spatial implications of environmental limits and constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Over the next 50 years, the Western Bay sub-region, including the Western Bay of Plenty District and Tauranga City, is expected to see significant growth, with up to 200,000 residents and a need for approximately 43,000 new homes. This growth will impact housing, roads, infrastructure, the environment, and affordability.

Spatial planning is essential for managing these demands, ensuring that development is effective and sustainable. A baseline report has been prepared to provide the background and starting point for the Spatial Plan.



What are the key steps



Community Ideas Forum

What is a Community Ideas Forum?

The Community Ideas Forum was created to capture local input on key spatial planning issues like growth, housing, and infrastructure. Applications from community members were assessed against criteria, focusing on diversity, local knowledge, and interest in the Forum. A fair selection process was ensured with the use of an independent person overseeing the selection process. The Forum is made up of community members who sit alongside elected officials and hapū representatives.

Though advisory, the Forum plays a crucial role in shaping the Spatial Plan. Its input helps create topics and content that resonate with the community, enhancing local acceptance. Members were selected through a transparent process, with anonymity protected as per the Terms of Reference.

Involving the community from the start is seen as essential, as research and best practices show. The Forum's purpose is to integrate local perspectives into a shared vision, ensuring the final outcomes align with community priorities.

What was involved in a Community Ideas Forum session?

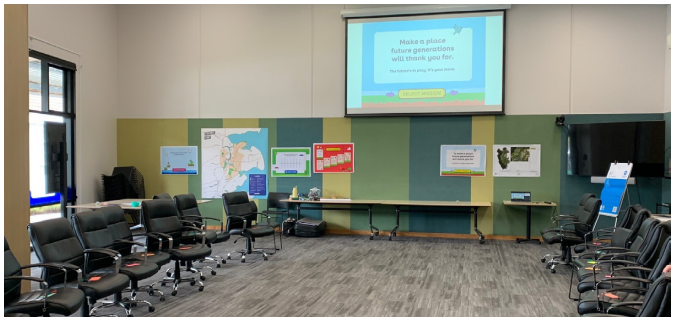
Four 2–3 hour sessions were held with the Katikati Community Ideas Forum between October and December 2025 . They were facilitated sessions that included information provided by Council Staff and then generation of feedback and ideas from the Forum members. The information provided was often technical in nature and informed by studies, research and key Council documents. The forums were interactive with a high reliance and use of geospatial mapping of features and areas to inform and generate ideas.

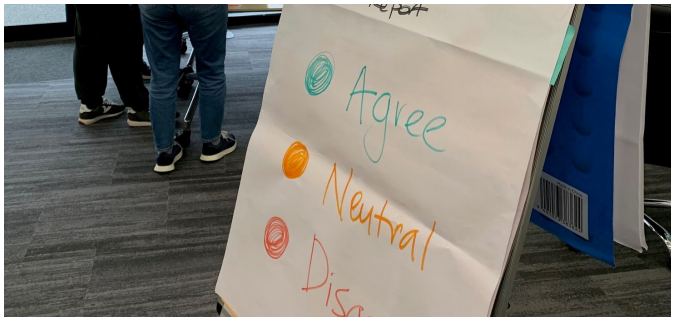
Forum members were provided information packs prior to each workshop. These provided summaries recaps of the previous session and where relevant, supporting information for the upcoming session. There was no requirement for members to carry out any additional work outside of the workshops other than the reading of information packs where possible.

This document

The purpose of this document is to provide an overview of each session and what was covered and to outline the feedback that was given by the forum members. All of the feedback content from Forum members across sessions 1-4 is recorded within the Community Ideas Forum Feedback dated December 2025. 'Community Ideas Forum - Katikati Session Notes' dated November 2025. The key themes that have resonated across all four sessions are summarised and provided in the "summary of key themes" section on page 19.

The key themes will then be used to identify and shape the questions that will be asked during the wider community engagement commencing end of February 2026.







Session 1

What is a Spatial Plan?

Purpose

- Learn about the spatial planning project - the issues, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To commence Community Ideas Forums for spatial planning and seek:

- Shared understanding of the work, role and responsibility of the Forum
- Relationship building, getting to know each other and motivation to be involved
- Agreement on how we'll work together, the ground rules
- Discussion to set the scene for the spatial plan and this project
- Give Forum members an understanding of the cultural context
- Discussion on the key points and topics from the baseline reports.

Overview

Session 1 was held at The Centre – Pātuki Manawa on 30 October 2025. Prior to the session welcome packs were emailed out which provided the Baseline Report and information on the sessions for pre-reading.

The session set the scene for the Forum, with a presentation from Council staff providing an overview of Spatial Planning and the Chairperson of Te Rereatukāhia Marae speaking for Ngāi Tamawhariua.

There were introductions and the Forum members were asked questions such as: "How we'll work together", "What are the benefits of the Community Ideas Forums" and "Where might there be gaps/ issues/concerns – things you want to make sure we keep in mind." Forum members were then asked to look into the future and imagine Katikati in 2055 as well as give feedback on the Baseline Report.

Cultural context

Ngāi Tamawhariua are partners with Council and are working with Council in development of this Spatial Plan. Ngāti te Wai have also been invited to partner with Council in the development of this Spatial Plan.

In session one, the Chairperson of Te Rereatukāhia Marae spoke to the connection, settlement, shared history, and whakapapa of Ngāi Tamawhariua and their aspirations for the area and their hapū. The Chairperson emphasised the importance of the health of people and the environment and the importance of thinking of intergenerationally, this is commonly referred to as 'Mokopuna Decisions'. Ngāi Tamawhariua have a hapū management plan lodged with Council which sets out the key environmental, cultural, social, and economic issues that affect their hapū and how they wish to be treated in relation to them.

Ngāti te Wai are currently preparing a hapū management plan to be lodged with Council.

Feedback summary and themes

In Session 1, participants shared ideas on how Katikati could be developed in the future and how the community could be engaged in planning. Key themes from the discussion are summarised below.

Community vision and identity - looking forward to 2055

Forum members were asked to look into the future for Katikati and conceptualise "What is happening", "What are you celebrating" and "How does Katikati community look in 2055".

Within the feedback it was identified that the vision for Katikati in 2055 centred on maintaining a village feel while enhancing existing aspects such as arts, culture and lifestyle. The Forum wanted to see outdoor spaces like the Kaimai Ranges and Tauranga Harbour more widely used and for Katikati to become a destination for outdoor recreation. The need for more community spaces which are available to all people including the elderly was seen as crucial. The need for Tangata Whenua to see their identify reflected in the town was highlighted.

Inclusivity and engagement

There was a focus on including rangatahi, young families, business owners, and local workers in planning. Engaging with different ethnic groups, those of different ages and the disability sector was put forward as a priority to ensure comprehensive community involvement. Strategies to amplify quieter voices, particularly youth, and using varied communication were discussed as ways we could gather diverse input.

Housing and infrastructure

The Forum confirmed the need for affordable, diverse and multi-generational housing to support population growth. Having more reserves to cater for this growth was also mentioned as being essential. There was also plenty of conversation about the Katikati bypass taking heavy traffic away from the town centre (and potentially enabling an enhanced town centre), adding more walkways/cycleways, increasing public transport and better connecting the urban area.

Environmental outcomes

There was a focus on ensuring infrastructure could handle environmental challenges, such as sea-level rise. Improving connections to nature and preserving natural ecosystems were priorities, reflecting the community's commitment to sustainability.

Economic opportunities

Creating local employment opportunities was a key theme, aimed at attracting young families and supporting the community's economic resilience. The development of high-value products and encouragement of innovation was seen as a way to bolster economic sustainability.



Session 2

Population projections, future opportunities and environmental constraints maps

Purpose

- Learn about how growth of population and housing is projected and the extent of growth projected over the time period being considered for the spatial plan.
- Learn about physical constraints, their locations and how they can present constraints and opportunities to land use and development.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To continue Community Ideas Forums for spatial planning and seek:

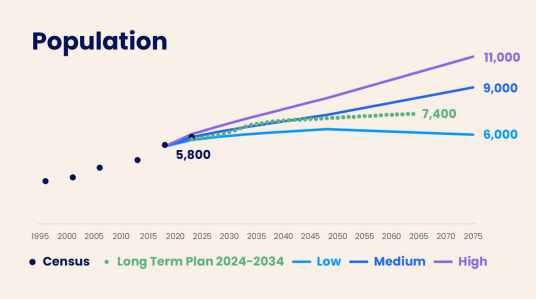
- Shared understanding and appreciation of growth modelling and projections when considering what needs to be factored into future planning
- Shared understanding of constraints mapping – No Go, No More, Go Carefully/ Kia Tūpato (take caution) areas and areas with No Known Constraints
- Discussion of constraints and comfort levels with those constraints and within development
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

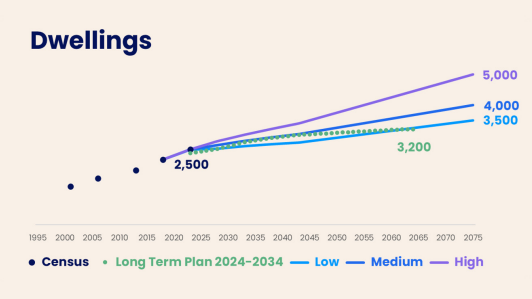
Overview

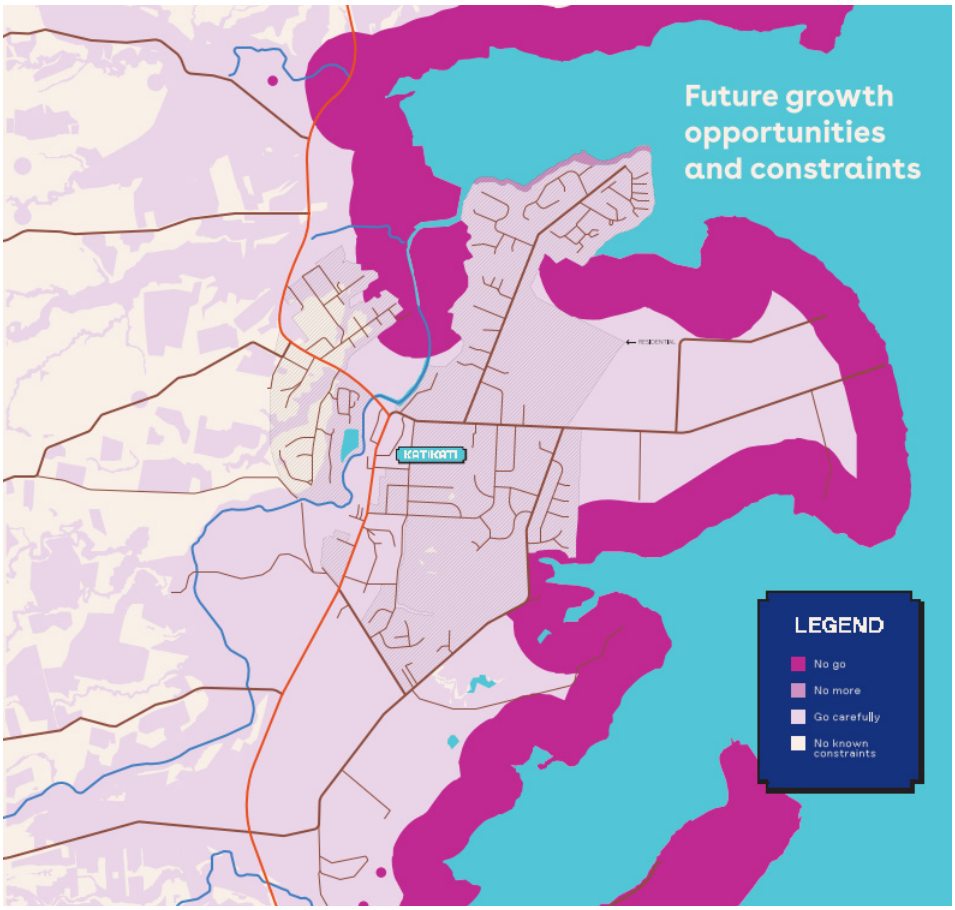
Session 2 was held on 12 November 2025 at The Centre - Pātuki Manawa. The key topics covered during this session were population projection information and the future growth opportunities and environmental constraints mapping.

The session began with a presentation form Council's Research and Monitoring Analyst, who provided information on the population and dwelling projections and estimations given what we currently know from Statistics New Zealand.

This was then followed by an introduction into constraints mapping and the information that has been used to create a future growth opportunities and environmental constraints map, which included mapped areas No Go, No More, Go Carefully / Kia Tūpato (take caution) and no known constraints.







No Go, No More, Go Carefully and No Known Constraints categories were created for the workshop, with Council staff creating their definitions based on legislation and relevance to their purpose in the workshop.

No Go
For the purpose of the workshop, No Go areas were defined as No Go areas are rural zoned land where future development is not suitable due to critical constraints as reflected in legislative restrictions. These areas are identified to protect important environmental, cultural, and heritage values, and to reduce exposure to natural hazards and climate change effects, such as coastal and inner harbour erosion.
Constraints include:

- Protected ecological and landscape features
- Culturally significant sites
- Areas at risk from coastal erosion

No More
No More areas were defined as areas that are existing zones for residential, lifestyle and business land that contain No Go level constraints. These areas are subject to similar legislative restrictions as No Go areas, and further intensification may not be possible over and above what the District Plan already allows.

Go Carefully /Kia Tūpato (take caution)
Go Carefully/Kia Tūpato (take caution) areas were defined as locations with significant mapped constraints which require precaution. Future development may be possible if risks and impacts can be mitigated or avoided as required.
Constraints include:

- Flooding, coastal inundation, tsunami, unstable land and liquefaction
- Land elevation / topographical constraints
- Highly productive land
- Hazardous Activities and Industries List (HAIL) sites
- Archaeological sites

No Known Constraints
Areas where none of the above constraints (No Go, No More, Go Carefully / Kia Tūpato (take caution)) are known to exist (it is possible one or more could be identified in the future). These areas can be considered for future development subject to general suitability.

Members were asked "What do you think? How do you feel about these? Are they no-go/go-carefully?" and "Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?"

In addition to the above questions, For Go Carefully Constraints, members also discussed "How can we best align the need for development with community values and priorities while considering these constraints?" For Go Carefully – Archaeological Sites, members also considered "How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development?" and "Is this aligned with the values and priorities of the community?"

The session concluded with a whole-Forum discussion responding to the question: "How can we be constructive in going out to the community with this information?"

Feedback summary and themes

In Session 2, participants focused on population projections and constraints to future growth opportunities. These are summarised into themes below.

Growth projections

Participants wanted to explore the opportunity for Council to push back on central government directives to plan for high growth projections. While official projections are not expected until next year, it is estimated that this could be 11,000 people by 2075 for the Katikati township (the two SA2s of Katikati North and Katikati South). The discussion also brought forward conversations about the importance of the existing residential zoned blocks of land at Park Road (dairy farm) and Tetley Road (orchard) being used for housing. Projections for these areas are included in the 2024-2034 Long Term Plan and Future Development Strategy.

Ecological and landscape features

The need to look after important ecological areas was prominent in discussions. This included adding further ecological features for protection, avoiding development along the margins of coastal areas and having better connections to natural areas. Group members were split on whether the landscape feature around the harbour was worthy of being protected. Some felt it should be protected, while others noted that the protected areas (300m from the harbour) was too big and restricted development opportunities. Others noted that rivers should also be protected for their landscape values.

Cultural heritage

The recording and protection of cultural and archaeological sites was another main focus. Participants stressed the importance of being aware of these features when planning new developments. Conversations focused on investigating known archaeological areas carefully and allowing for growth subject to engagement with Tangata Whenua. Some particular sites were mentioned as having cultural significance and being worthy or protection. Feedback also centred on how some sites may have already been destroyed.

Highly productive land and contaminated soils

Discussions focused on the need to protect highly productive land and existing orchards as a way of ensuring the availability of food and generation of income. However, the competing interests between protecting horticulture land and using this same land for easier development of housing was also noted. There was some division amongst the group as to whether the hills were the best place to develop to avoid losing orchards, or the Beach Road area which is flat and more accessible to amenities. There were also conversations about potentially contaminated soil. The general understanding in this case was that further investigation was needed on a case by cases basis.

Natural hazards

There was agreement that coastal erosion areas were not suitable areas for development. Coastal erosion was recognised as an existing issue and that some areas were already threatened in Katikati and nearby Tutaetaka Island. There were mixed views however on whether other natural hazards such as flooding, liquefaction and tsunami should be developed in or avoided. The group recognised that building and engineering solutions were available in order to allow housing in these areas but also that it doesn't mean that development should happen. Options such as raising ground levels or building on piles were discussed but so too was a responsibility to steer people away from needing to buy houses in unsuitable areas with mortgage/insurance implications. Following the recent extreme weather event, the group added that the flooding in town and various landslips seen in the hills were a strong reminder to plan for climate related risks. There was also some concern about the possible inaccuracies in hazard maps.

Land elevation

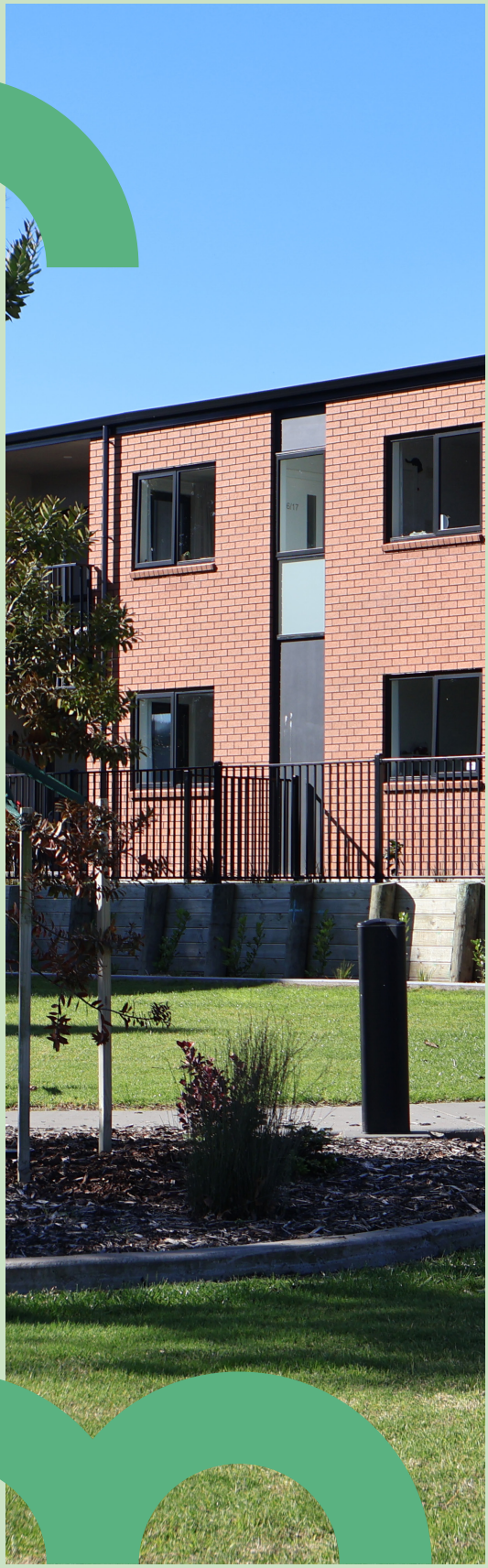
This again brought up the topic of allowing growth on the hills or staying in lower areas. Some put forward the advantages of higher land such as amenity values and security away from floodable areas. But challenges were also discussed including the costs of developing and how to ensure connections to town.

Constraints mapping

There was discussion regarding how much information is too much and overwhelming for the community. There was a suggestion to use a constraints map showing all constraints combined and then allowing people to click further to see more details layers.

Housing and business

Amongst the conversations, people raised specific thoughts about housing and business. Intensification was favoured over sprawl and importance was placed on ensuring access and other amenities when living in higher density areas. Affordable housing and the need to provide connections between different urban areas was also mentioned. There was also a suggestion to shift the existing industrial zone to the other side of the State Highway to allow for more housing on the same side as the existing town.



Session 3

Housing and Social Infrastructure

Purpose

- Learn about housing and social infrastructure, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To provide an overview of housing and infrastructure to the Community Ideas Forums and seek to:

Housing

- Provide Forum members with an understanding of housing needs, demographics and growth situation in sub-region/the specific spatial planning area - Increase understanding of housing needs in the sub-region and where Katikati fits in that picture.
- Increase understanding of why we need more housing at all levels (social, affordable rental, affordable to own, private market).
- Understand from the community's perspective what they are concerned about and what they are wanting to see in their community.
    - Learn where the community feels there is a gap or unmet housing need.
    - Start the conversation around housing types and ways to provide for growth.

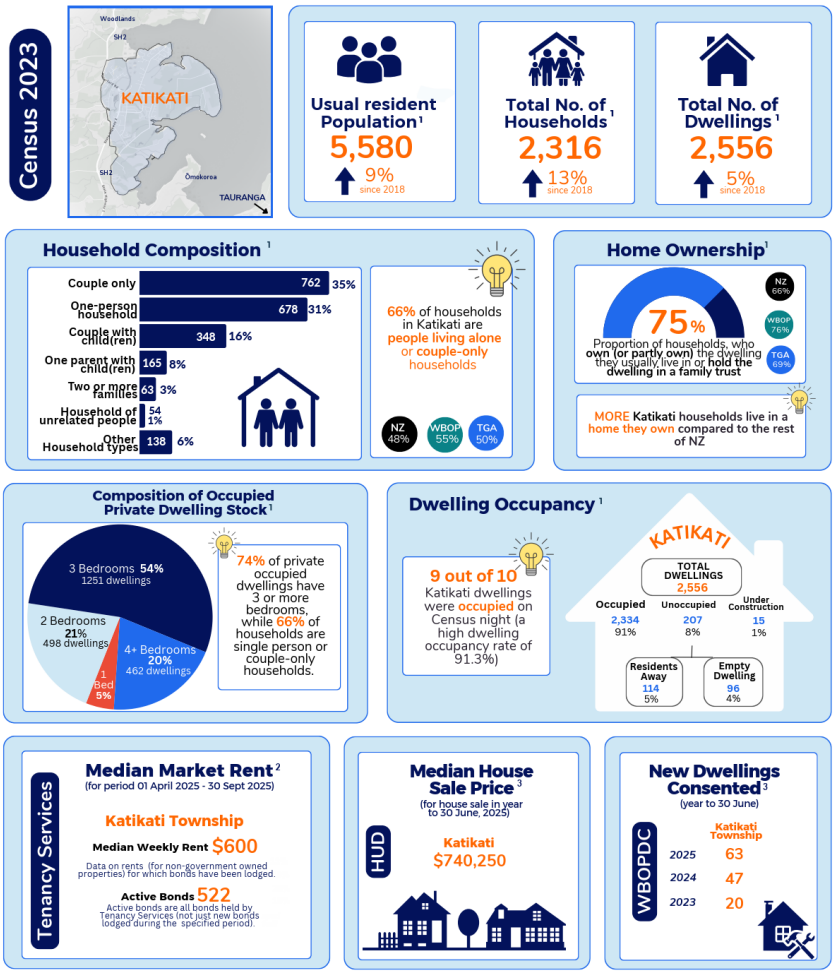
Social infrastructure

- Give forum members key information regarding social infrastructure activities in the spatial planning area
- Gain insight from forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Overview

Session 3 was held on 19 November 2025 at The Centre – Pātuki Manawa. The key topics covered were housing and social infrastructure.

The session began with a presentation by Council's Strategic Housing Programme Lead on the housing demographics of Katikati , with breaks for the group to answer questions such as "What is working well in terms of housing for your whole community?" and "What would you wish for regarding housing in your community? I wish..."



The second portion of the session focused on Social Infrastructure, the definition used was "*Social infrastructure is the infrastructure that supports a community's quality of life, and social well-being. This includes tangible facilities like schools, hospitals, community centres and recreation areas. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play.*"

The Forum members went on to break into groups and answer the following questions:

- How can we make our community spaces better connected?
- What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 30-50 years?
- Is there anything missing in the social infrastructure and open space maps that we need to indicate before taking this to the wider community?

The groups then prioritised their answers and shared their priorities with the rest of the Forum members.

Feedback summary and themes

In Session 3, participants discussed housing, social infrastructure (built and open spaces), and connectivity in Katikati. The session explored what is working well, where gaps exist, and what participants want for the future as the community evolves. Key themes are summarised below.

Housing

Participants said they learned a number of things from the pre-reading such as the prevalence of one-or two-person households, the large number of empty bedrooms, high costs of new builds and expensive rental costs. Participants highlighted the need for more affordable housing and smaller houses and lot sizes to make this more achievable. There was also a desire to avoid future development all being on flat land and looking similar to other developments. High rental costs were highlighted as a deterrent for many people wanting to move into town.

Housing to meet a diverse range of groups and needs was also raised, with the members having a particular focus on providing for smaller households, the younger generation and the elderly. Abbeyfield and other elder housing developments were praised for offering suitable accommodation and also for being close to services.

Other aspirations were to have high-density housing that prioritised the environment, and houses designed to save energy and recycle resources such as grey water and stormwater, and properties utilising permaculture. Something else raised often was how housing should be faced towards natural features like the ranges, stream and harbour. Forum members also wanted to see housing integrated with reserves, social spaces and mixed-use and commercial areas. The ability for people to live and work in the same buildings was another point made.

Katikati's appeal as a place to live was also highlighted. The community's proximity to Tauranga was noted as a significant advantage, making Katikati an appealing location for families and retirees seeking affordable living options. Economic development was seen as a key factor in attracting younger demographics, with a focus on creating jobs and increasing local incomes to sustain housing affordability.

Built social infrastructure

There were a range of existing community services and facilities that were highlighted as being valuable. Overall, conversations highlighted that these places are a sense of pride for the community.

Looking into the future, some of things the Forum felt were missing were a 24/7 medical centre, medical imaging service, dementia care and health and social services for drug and alcohol concerns. The Forum also noted a need for more dental services and bookable meeting spaces. Other services such as WINZ and Heartland were mentioned as being required. There was also some discussion around whether new primary or high schools would be needed to cater for growth. Other goals mentioned included more options for food shopping and better waste management.

The town centre attracted plenty of conversation too, as groups saw it having great potential to be a place to gather for social connection. However, the constant noise of trucks prevents the town centre from being peaceful and conducive to socialising at the moment, again highlighting the importance of the bypass.

Open spaces network

Participants believed that the existing open space network was serving the community well. Moore Park was a key focus with people highlighting that it provides for a range of sports, is fully used at the weekends and has benefited from a recent expansion. Other parts of the open space network praised were the A&P Showgrounds, Uretara Domain, Haiku pathway, coastal walkways and Waitekohekohe Reserve. Some other features outside of the township were also highlighted as being valuable such as the waterhole on McMillan Road, Tuapiro Beach, and jetty and boat ramp at Tanners Point.

In terms of possible gaps in the open space network moving forward, a number mentioned that Moore Park was already well utilised but also has capacity to add the likes of netball and basketball courts, pump tracks, BBQ areas and a playground. Creating another park like this for future growth was also suggested as was adding new playgrounds to other parts of town. Making better use of the areas along the Uretara Steam was another opportunity suggested as well as providing better access to boat ramps.

Connectivity between places

The session underscored the need for improved connectivity within Katikati to enhance community interaction and access to amenities. Suggestions included safer crossings, wider footpaths for mobility scooters, wheelchairs and prams, more public transport, better access to reserves, enhanced cycling facilities and improved walkability including the linking of existing walkways and more obvious connections into the Haiku pathway. There was also a vision for connecting Waitekohekohe Recreational Park to the new regional park.



Session 4

Bulk Infrastructure, Zoning and Land Use

Purpose

- Understand what bulk infrastructure is, including context, challenges, and potential options.
- Identify and recognise key features and zones on area maps covering the topics and ideas from across the previous sessions
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.
- Provide an understanding of the next steps beyond Session 4 for the Forum members to be aware of.

Objectives

Bulk infrastructure

- Give Forum members key information regarding bulk infrastructure activities in the spatial planning area
- Gain insight from Forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Learnings from past sessions

To bring learnings from the past three sessions into a discussion around land use and seek:

- Shared understanding of current zones.
- Gain insight into Forum members' thoughts on current zones and potential future zoning needs bringing together the knowledge shared and gained over previous three sessions.
- Summarise and recognise what has been achieved over the past four sessions.
- Provide information on impact and process moving forward.

Overview

Session 4 was held on 3 December 2025 at The Centre – Pātuki Manawa. The key focus of the session was on bulk infrastructure (roading, three waters, power and internet) and zoning and land use.

The session began with a presentation from the Project Lead and Infrastructure Growth and Delivery Manager about what bulk infrastructure is and how it fits within spatial planning. Questions were asked from the group:

- What do you think is working well in terms of bulk Infrastructure in your community now?
- As we move into 2055, what bulk infrastructure do we need to accommodate growth?

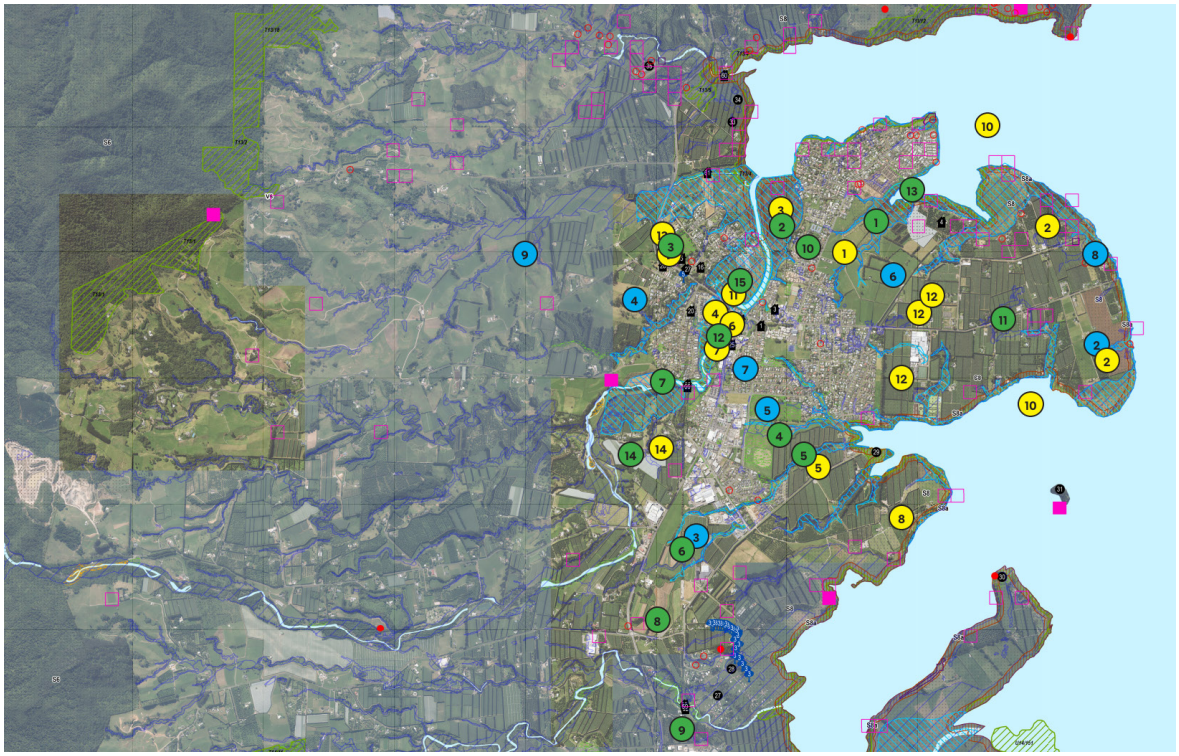
The second portion of the session focused on zoning and land use and bringing all of the information from the past four sessions together, with a presentation from the Project Lead about zoning and land use currently.

The forum members then broke into groups to identify all of their thoughts on a map provided. They were asked to "Create your thoughts about what the zoning map should look like working towards 2055".

In small groups, the forum was instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Katikati should look like for 2055.

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map and record this on the flipchart.
- Think about what types of zones are needed in the future and suitable locations.

The mapping exercise generated a huge number of ideas of what future growth should look like in Katikati. This feedback is visualised on the map below and summarised into themes on the next page.



Feedback summary and themes

In Session 4, participants explored bulk infrastructure, zoning, and land use for Katikati, building on knowledge developed throughout the previous forum sessions. Key themes are summarised below.

Existing bulk infrastructure

The Forum believed that infrastructure was already working well in general for the current population with some exceptions. Local roading was thought to be mostly sufficient with roundabouts noted as being effective and traffic lights being good for commuter crossing. We heard that water supply was clean and reliable and that wastewater treatment was effective aside from issues with the outfall. The resilience of the stormwater network was highlighted as a major issue with areas near the stream including the State Highway and its bridge being susceptible to flooding which left the town isolated during the recent extreme weather event. In terms of power supply, this was said to be significantly improved and more resilient, and internet connectivity was better since the fibre was rolled out. Some noted that it was difficult to know exactly what was working well or not without expert knowledge.

Future bulk infrastructure needs

Looking ahead to 2055, participants emphasised the importance of infrastructure upgrades and additions. The necessity of the Katikati Bypass to divert traffic away from the town centre was again prominent in conversations. Having better minimum standards for roads was also seen as crucial to make sure these are wide enough and fit for purpose e.g. to allow for rubbish and recycling trucks. Improving public transport within Katikati and to Tauranga was talked about, as was providing for a wider range of such options. The likes of rail and ferry had been talked about in previous sessions and the need to plan for autonomous cars was added in this session.

It was also recognised that the replacement of the wastewater outfall pipe was going to be a significant improvement. More generally, the feedback was that all three waters services would need to be expanded to cater for future growth.

Existing zoning and land use

The Park Road dairy farm being unavailable for residential development was a clear concern for many, while the need to consider Beach Road for housing was also put forward. The existing lack of uptake of medium density housing was also noted but it was seen as being important moving forward. The industrial zone was also raised, with the feedback being that it was a sufficient size but needed solutions in order to make development happen. Keeping incompatible activities separate from each other (such as residential and industrial) was another issue raised.

What zoning and land use should look like

The mapping exercise generated a huge number of ideas of what future growth should look like in Katikati. This feedback is visualised on the map on page 17 and summarised into themes below:

- Residential zonings near Moore Park, in the vacant industrial area and along Beach Road, Tetley Road and further south including Fairview.
- Medium density housing close to town and open spaces.
- Lifestyle development up in the hills with good views.
- New town centre away from the State Highway.
- Industrial zoning next to the existing timber mill.
- Light industrial in places such as in the existing vacant industrial area at Marshall/Tetley Road and next to Stewart Vessey reserve.
- Katikati bypass is in place to the west of the town.
- Marae and cultural areas to become a zoning rather than a feature.
- Future expansion of Moore Park and additional sports fields. Beach and boat ramp to be developed for wider use.
- Wetlands such as in the northern part of town being protected and used for reserves, open space, walkways and stormwater management.

Summary of key themes

The main purpose of the four Community Ideas Forum sessions was to gather information from the Forum members to inform the questions that will be asked during the wider community engagement for all of Council's spatial plan areas scheduled to commence end of February to April 2026. For Katikati a community fun day is to be held on 7 March 2026. To create these questions, we have pulled together the overall key themes that come out across the four sessions.

Housing for everyone

Participants highlighted the need for affordable homes and a variety of housing types and sizes to provide for all members of the community including the younger generation, families and the elderly. It was identified that more land would be needed for housing including medium density areas close to town. The forum also wanted to ensure that housing would be designed to be environmentally friendly and take advantage of views to natural features.

Community connectivity and social infrastructure

Improving connectivity within Katikati to enhance interaction and access to amenities was a key focus. Ideas put forward included safer crossings, wider footpaths, more public transport and enhanced walking and cycling networks. Existing community services and facilities were seen as being suitable, but some raised the need for more medical facilities and bookable spaces. Moore Park was mentioned as a great community asset which already provides for many sporting activities and holds the potential to provide for a range of other activities.

Climate resilience and natural hazards

Participants agreed that coastal erosion areas were not suitable for development and that managing risks in other natural hazards such as flooding, liquefaction and tsunami was also very important. The forum recognised that development may still be able to occur in these other areas subject to controls on development but was also mindful that it may be better to avoid such areas to avoid future issues.

Cultural and environmental preservation

Protecting cultural sites and integrating cultural heritage was valued. Participants stressed incorporating Tangata Whenua identity and enhancing cultural engagement to strengthen community connections. The need for environmentally responsible development was a recurring theme. Participants discussed protecting ecological and landscape features from development.

Future infrastructure needs

Overall, the forum was of the view that existing infrastructure for three waters, local roading, power and telecommunications was working well. However, it was noted that further capacity would need to be added to provide for a growing population. The need for the Katikati Bypass to remove heavy traffic from the town centre was also raised.

Economic considerations

The forum highlighted the importance of supporting local economic growth through job creation. Additional commercial and industrial areas were suggested as a way of achieving this. Enhancing the town's appeal to attract younger demographics and ensuring economic sustainability were key goals.

What's next?

The next steps for the Spatial Plan involve several key activities. Initially, Councillor workshops in February 2026 will finalise topics and questions. This will pave the way for broader community engagement, including a public event, online interactions, and collaboration with key stakeholders.

The Forum will play a pivotal role in drafting the Spatial Plan, aligning efforts with the Long Term Plan 2027-37. A check-in will occur between March and August 2026, with the Forum reconvening in August-September to refine the draft spatial plan. This will ensure critical topics and insights inform the Council's decisions.

By September 2026, the focus will shift to finalising the draft Spatial Plan, ensuring alignment with the Long Term Plan. In March 2027, formal consultation on the draft will take place, alongside the Long Term Plan.



Te Puna and Minden Spatial Plan

Ideas Summary

Summary of discussions from Community Ideas Forums

January 2026

Western Bay of Plenty District Council

This document outlines the discussions from the Te Puna Minden Community Ideas Forum, Sessions 1 to 4, conducted between November and December 2025. These sessions focused on gaining insights from representatives from the community to shape the future wider community engagement on Spatial Planning planned for February to April 2026.

The Forum explored topics such as growth, housing, cultural considerations, future opportunities and constraints for growth, and infrastructure. Participants included hapū partners, community members, Ward Councillors and Community Board members.

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What is a Spatial Plan

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council and other agencies or organisations. Ultimately, it will help to determine what the area looks like in 30+ years' time and maps out how we get there. A spatial plan shows:



Where new homes, businesses, recreation, & infrastructure could go.



How we make sure growth reflects the identity, needs and aspirations of our people and places.



What needs protection.



How people will get around.

What's in scope

Here's what is included in the spatial plan conversations:

Focus areas
The urban areas of Te Puna and Minden.
Note: Spatial plans are required to focus on urban areas planned for growth and their required infrastructure. However, we'll also consider the relationships and interdependencies of the surrounding areas.

Future growth and development
Where and how our towns should grow in the short, medium and long term.

Tangata Whenua perspectives
Understanding the aspirations of Tangata Whenua, including cultural heritage sites, and statutory acknowledgments under Treaty Settlements.

Housing
Ensuring enough land is available for future housing and identifying areas suitable for further residential development.

Infrastructure
Looking at what infrastructure (including roading, power, telecommunication, water, wastewater and stormwater) is already in place and what may be needed as the population grows.

Social infrastructure
Looking at the social need for things like schools, parks, healthcare, and community spaces that support our communities as they grow.

Environmental constraints
Considering natural features, risks and limitations such as:

- Flooding, coastal erosion, other coastal hazards, and unstable land
- Highly productive land and potentially contaminated soils
- Significant ecological/landscape features, such as bush and wetlands.
- Significant cultural heritage features and other archaeological sites.

Zoning and land use
Exploring how land is currently used, what uses should be encouraged or limited in the future, and how different activities (e.g. residential, rural, commercial, industrial) can best fit together.

Why a spatial plan

The spatial plan will be prepared to inform the upcoming Regional Spatial Plan as part of the proposed new Resource Management Reform Bills - the Planning Bill and the Natural Environment Bill. The Planning Bill sets out the requirement for Regional Spatial Plans to regionally identify the spatial implications of environmental limits and constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Over the next 50 years, the Western Bay sub-region, including the Western Bay of Plenty District and Tauranga City, is expected to see significant growth, with up to 200,000 residents and a need for approximately 43,000 new homes. This growth will impact housing, roads, infrastructure, the environment, and affordability.

Spatial planning is essential for managing these demands, ensuring that development is effective and sustainable. A baseline report has been prepared to provide the background and starting point for the Spatial Plan.



What are the key steps



Community Ideas Forum

What is a Community Ideas Forum?

The Community Ideas Forum was created to capture local input on key spatial planning issues like growth, housing, and infrastructure. Applications from community members were assessed against criteria, focusing on diversity, local knowledge, and interest in the Forum. A fair selection process was ensured with the use of an independent person overseeing the selection process. The Forum is made up of community members who sit alongside elected officials and hapū representatives.

Though advisory, the Forum plays a crucial role in shaping the Spatial Plan. Its input helps create topics and content that resonate with the community, enhancing local acceptance. Members were selected through a transparent process, with anonymity protected as per the Terms of Reference.

Involving the community from the start is seen as essential, as research and best practices show. The Forum's purpose is to integrate local perspectives into a shared vision, ensuring the final outcomes align with community priorities.

What was involved in a Community Ideas Forum session?

Four 2–3 hour sessions were held with the Te Puna Minden Community Ideas Forum between November and December 2025. They were facilitated sessions that included information provided by Council Staff and then generation of feedback and ideas from the Forum members. The information provided was often technical in nature and informed by studies, research and key Council documents. The forums were interactive with a high reliance and use of geospatial mapping of features and areas to inform and generate ideas.

Forum members were provided information packs prior to each workshop. These provided summary recaps of the previous session and where relevant, supporting information for the upcoming session. There was no requirement for members to carry out any additional work outside of the workshops other than the reading of information packs where possible.

This document

The purpose of this document is to provide an overview of each session, what was covered and to outline the feedback that was given by the forum members. All of the feedback content from Forum members across sessions 1-4 is recorded within the 'Community Ideas Forum – Te Puna and Minden Session Notes' dated December 2025. This feedback was analysed and themed. The key themes that have resonated across all four sessions are summarised and provided in the "summary of key themes" section on page 19.

The key themes will then be used to identify and shape the questions that will be asked during the wider community engagement commencing end of February 2026.







Session 1

What is a Spatial Plan?

Purpose

- Learn about the spatial planning project - the issues, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To commence Community Ideas Forums for spatial planning and seek:

- Shared understanding of the work, role and responsibility of the Forum
- Relationship building, getting to know each other and motivation to be involved
- Agreement on how we'll work together, the ground rules
- Discussion to set the scene for the spatial plan and this project
- Give Forum members an understanding of the cultural context
- Discussion on the key points and topics from the baseline reports

Overview

Session 1 was held at Te Puna School on 6 November 2025. Prior to the session welcome packs were emailed out which provided the Baseline Report and information on the session for pre-reading.

The session set the scene for the Forum, with brief presentations from Council staff and representatives of Pirirākau and Ngāti Pango who both shared important cultural context that we will take with us as we move through the sessions.

There were introductions and the Forum members were asked questions such as: "How we'll work together", What are the benefits of the Community Ideas Forums" and "where might there be gaps/ issues/concerns - things you want to make sure we keep in mind". Forum members were then asked to look into the future and imagine Te Puna and Minden in 2055 as well as give feedback on the Baseline Report.

Cultural context

Pirirākau, Ngāti Taka and Ngāti Pango are the hapū and partners with Council in this Te Puna Minden Spatial Plan. Throughout the various forum sessions Council held, Pirirākau, Ngāti Taka and Ngāti Pango spoke about the whakapapa of their respective hapū, the land and history that connects them, and their hapū aspirations within this Spatial Plan. Each hapū shared with the forum that they have aspirations to see their goals materialised in the Spatial Plan so that the things that are important to them are recognised, retained, and protected for future generations.

Feedback summary and themes

In Session 1, participants shared ideas on how Te Puna and Minden could be developed in the future and how the community could be engaged in planning. Key themes from the discussion are summarised below

Community vision and identity - looking forward to 2055

Forum members were asked to look into the future for Te Puna and Minden and conceptualise "What is happening", "What are you celebrating" and "How does Te Puna and Minden community look in 2055". Within the feedback it was identified that the vision for Te Puna and Minden in 2055 centred on a culturally grounded, environmentally resilient community with a strong understanding of history, identity, and sense of place. Forum members envisaged a future where Māori culture, marae, and identity are flourishing on their whenua, te reo Māori is seen and heard in everyday life, and the histories of Māori, Pākehā, and migrants are acknowledged and valued. The community was described as socially connected and resilient, supported by strong social infrastructure and shared spaces that encourage intergenerational interaction, cultural expression, and recreation. Te Puna Village was seen as a key gathering place, offering welcoming spaces and a strong village hub feel, while housing remains targeted, low density, and carefully designed to sit within the landscape rather than dominate it. Looking ahead, Te Puna and Minden were imagined as clean, green places with healthy rivers, biodiverse corridors from the mountains to the sea, accessible walking and cycling connections, and a lifestyle that supports long-term community wellbeing.

Te Puna Village

Throughout session 1 members referred to the importance of maintaining the existing village character of Te Puna Minden. There are known issues with conflicting land use activities within Te Puna. Forum members specifically highlighted concerns regarding the Te Puna Industrial Park at 297 Te Puna Station Road. While acknowledging significant community apprehension about the proposal, staff noted that the Community ideas Forum was not suitable to discuss the site in detail. This was both due to the legal appeal with the Environment Court as well as the role of spatial planning, being to look ahead 30+ years.

Community engagement and inclusion

Participants highlighted the importance of hearing a wide range of voices in planning, including rangatahi, older residents, Māori, and migrant communities. Engagement was seen as most effective when culturally inclusive, accessible, and transparent. Participants emphasised the importance of recognising and incorporating Māori perspectives, ensuring Tangata Whenua values and connections to land and waterways are reflected in planning decisions. Creating spaces and methods that allow quieter voices to be heard was considered essential.

Housing and land use

The need for diverse housing options to support current and future residents was raised, including affordable housing, intergenerational homes, and options that reflect Māori housing aspirations. Participants were concerned about maintaining rural character, protecting productive land, and ensuring growth is carefully integrated with the environment. Infrastructure to support housing growth—such as roads, wastewater, and stormwater systems—was flagged as a priority.

Environment and natural resources

Protecting and enhancing the natural environment was strongly emphasised with participants holding the 'green-belt' and predominantly rural aspects of the area in high regard. Participants recognised the need to maintain and improve the value and quality of the natural environment and supported measures such as riparian planting, ecological corridors, and flood or hazard management. There was recognition of the cultural significance of waterways, mahinga kai (food gathering areas), and native ecosystems, with participants highlighting the need for planning that respects these cultural values while supporting sustainable land and water use, climate resilience, and biodiversity.

Local economy and services

Economic opportunities were seen as important to maintain a self-sustaining community. Participants noted the value of horticulture, small businesses, and the Te Puna commercial area, while emphasising that economic growth should be balanced with environmental and cultural considerations. Local services, access to employment, and supporting village-based businesses were viewed as key to retaining residents and attracting young families, while ensuring that Tangata Whenua economic aspirations are recognised.

Connectivity, movement and access

Connectivity between Te Puna and Minden was seen as critical to the future of the community. Participants emphasised the need for strong and safe connections along key corridors, including Station Road and SH2, while maintaining a sense of place. A range of transport options—walking, cycling, bridle trails, mobility scooters, and public transport—were viewed as important to support accessibility for all ages and reduce reliance on private vehicles. State Highway 2 and the Takitimu North Link (TNL) was identified as both a challenge and an opportunity, with potential to improve regional access while changing local movement patterns, reinforcing the importance of improved walking and cycling connections, better public transport, and safe access to community facilities and Tauranga. Private vehicles, access and connectivity around the town centre was also a concern raised by participants.





Session 2

Population projections, future opportunities and environmental constraints maps

Purpose

- Learn about how growth of population and housing is projected and the extent of growth projected over the time period being considered for the spatial plan.
- Learn about physical constraints, their locations and how they can present constraints and opportunities to land use and development.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To continue Community Ideas Forums for spatial planning and seek:

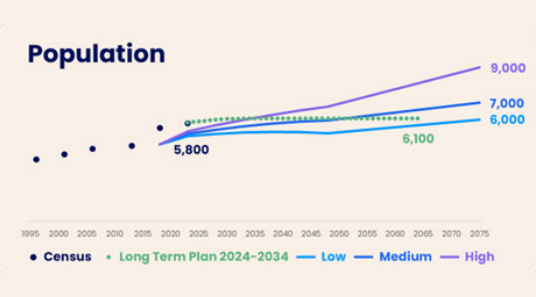
- Shared understanding and appreciation of growth modelling and projections when considering what needs to be factored into future planning
- Shared understanding of constraints mapping – No Go, No More, Go Carefully/ Kia Tūpato (take caution) areas and areas with no known constraints
- Discussion of constraints and comfort levels with those constraints and within development
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

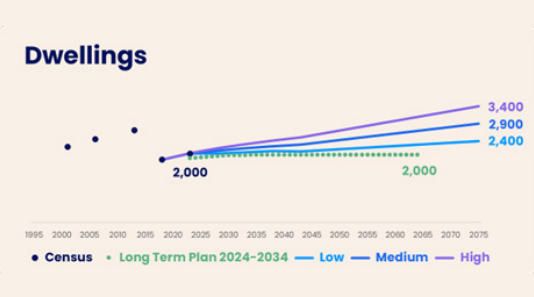
Overview

Session 2 was held at the Te Puna Quarry Park on 14 November 2025. The key topics covered during this session were population projection information and the future growth opportunities and environmental constraints mapping.

The session began with a presentation from Council's Research & Monitoring Analyst, who provided information on the population and dwelling projections and estimations given what we currently know from Statistics New Zealand.

This was then followed by an introduction into constraints mapping and the information that has been used to create a future growth opportunities and environmental constraints map, which included mapped areas No Go, No More, Go Carefully / Kia Tūpato (take caution) and no known constraints.







No Go, No More, Go Carefully and No Known Constraints categories were created for the workshop, with Council staff creating their definitions based on legislation and relevance to their purpose in the workshop.

No Go
No Go areas were defined as rural zoned land where future development is not suitable due to critical constraints as reflected in legislative restrictions. These areas are identified to protect important environmental, cultural, and heritage values, and to reduce exposure to natural hazards and climate change effects, such as coastal and inner harbour erosion.
Constraints include:

- Protected ecological and landscape features
- Culturally significant sites
- Areas at risk from coastal erosion

No More
No More areas were defined as areas that are existing zones for residential, lifestyle and business land that contain No Go level constraints. These areas are subject to similar legislative restrictions as No Go areas, and further intensification may not be possible over and above what the District Plan already allows.

Go Carefully /Kia Tūpato (take caution)
Go Carefully / Kia Tūpato (take caution) areas were defined as locations with significant mapped constraints which require precaution. Future development may be possible if risks and impacts can be mitigated or avoided as required. Constraints include:

- Flooding, coastal inundation, tsunami, unstable land and liquefaction
- Land elevation / topographical constraints
- Highly productive land
- Hazardous Activities and Industries List (HAIL) sites
- Archaeological sites

No Known Constraints
Areas where none of the above constraints (No Go, No More, Go Carefully / Kia Tūpato (take caution)) are known to exist (it is possible one or more could be identified in the future). These areas can be considered for future development subject to general suitability.

Members were asked "What do you think? How do you feel about these? Are they no-go/go-carefully?" and "Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?"

In addition to the above questions, For Go Carefully Constraints, members also discussed "How can we best align the need for development with community values and priorities while considering these constraints?" For Go Carefully – Archaeological Sites, members also considered "How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development?" and "Is this aligned with the values and priorities of the community?"

The session concluded with a whole-Forum discussion responding to the question: "How can we be constructive in going out to the community with this information?"

Feedback summary and themes

In Session 2, participants focused on population projections and constraints to future growth opportunities. These are summarised into themes below.

Growth projections and assumptions

Participants questioned the suitability of growth projections, particularly high growth projections for Te Puna and Minden, noting that the area is not urban and therefore shouldn't be planning for high growth. There was scepticism with how the projections are developed, tested and reviewed over time.

Participants also sought clarity on how population growth aligns with dwelling numbers, particularly where projections appear to allow for population increases without corresponding increases in housing supply. Questions were raised about how the Takitimu Northern Link (TNL) Project may influence Council's likelihood of granting non-complying consents, particularly in the Minden Lifestyle Zone once TNL Stage 1 and 2 are completed.

Coastal constraints

A strong theme was identifying where growth should not occur. Coastal erosion areas were consistently supported as No Go, with concerns about ongoing erosion along the Wairoa River and coastal margins, including risks to urupā and other sensitive sites.

There was also support for identifying areas affected by coastal inundation, tsunami and liquefaction as No Go or No More due to safety risks, insurance implications and potential long-term costs to ratepayers. While engineering solutions were acknowledged, many participants stressed that technical feasibility does not necessarily justify development.

Ecological and landscape constraints

Participants emphasised the importance of protection of ecological features, particularly wetlands, streams, gullies and the Wairoa River. There was support for recognising additional ecological features and for treating waterways as connected systems that provide ecological, cultural and flood management functions.

Landscape values were discussed alongside ecology, with participants highlighting the importance of protecting ridgelines, viewshafts and the Minden summit. Development on elevated or visually prominent land was generally seen as requiring a Go Carefully approach with sensitive design.

Cultural heritage and archaeological sites

Responses emphasised recognising and protecting the cultural significance of archaeological sites when considering development. Several locations were identified as no-go areas, reflecting an expectation that culturally significant places should be safeguarded.

There is support for a cautionary, site-specific approach that prioritises understanding what is present before making development decisions, alongside suggestions for hapū and kaumātua decision-making through marae-based processes. There was support for reviewing heritage schedules to ensure significant sites are appropriately identified and protected.

Instability, soils and highly productive land

Land instability, particularly in Minden, was raised as a significant constraint, with concerns about groundwater, slopes and downstream effects. Participants supported updating geotechnical assessments and avoiding intensive development in unstable areas.

Protecting highly productive land and orchards was also strongly emphasised. Participants questioned the accuracy of existing soil mapping and noted the tension between accommodating housing and retaining land for kai and horticulture.

HAIL sites were generally supported as Go Carefully, with participants noting the need for better information, further testing and a case-by-case approach to understand actual risk and avoid an unnecessary burden on landowners.

Constraints mapping and communication

Participants found the volume of mapping information challenging and supported clearer presentation of constraints. There was strong support for combining constraint layers into integrated maps to better show how different issues overlap and influence No Go and Go Carefully areas.

Pattern of growth and land development needs

Additional comments included support for directing growth into appropriate locations rather than spreading development widely, the importance of affordable housing and intergenerational living, and the need to ensure access and connections where higher-density housing is considered. Some participants also suggested that industrial activities should be located closer to main transport routes and away from sensitive areas.



Session 3

Housing and Social Infrastructure

Purpose

- Learn about housing and social infrastructure, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To provide an overview of housing and infrastructure to the Community Ideas Forums and seek to:

Housing

- Provide Forum members with an understanding of housing needs, demographics and growth situation in sub-region/the specific spatial planning area - Increase understanding of housing needs in the sub-region and where Te Puna and Minden fits in that picture.
- Increase understanding of why we need more housing at all levels (social, affordable rental, affordable to own, private market).
- Understand from the community's perspective what they are concerned about and what they are wanting to see in their community.
    - Learn where the community feels there is a gap or unmet housing need.
    - Start the conversation around housing types and ways to provide for growth.

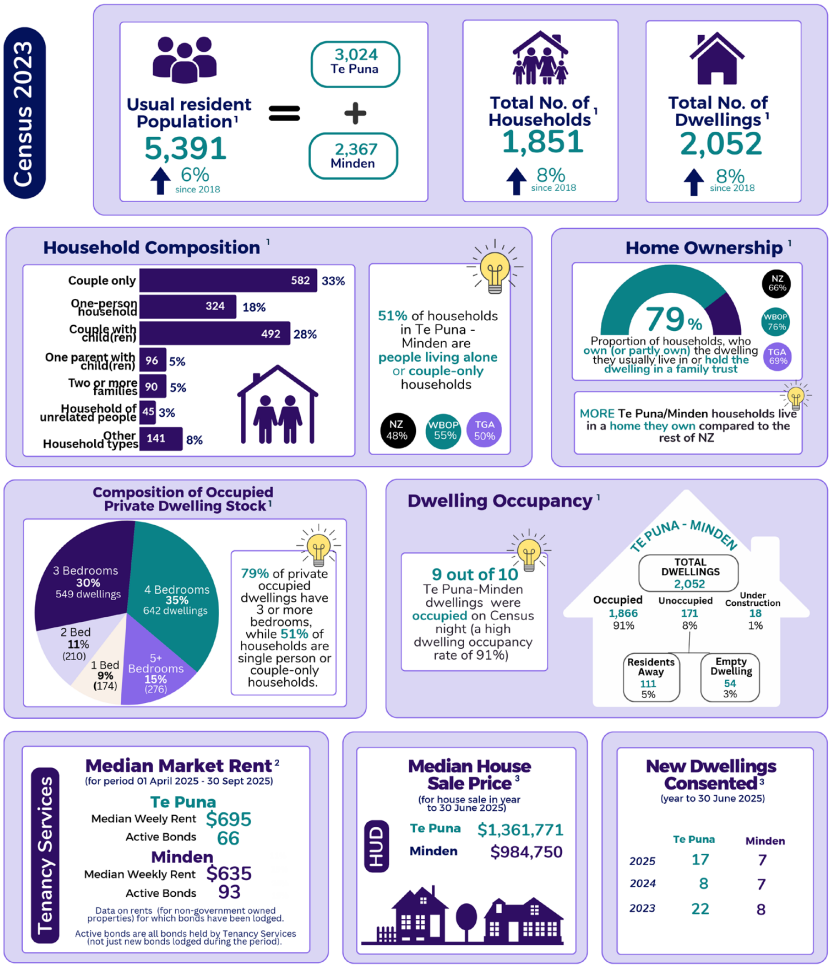
Social infrastructure

- Give forum members key information regarding social infrastructure activities in the spatial planning area
- Gain insight from forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Overview

Session 3 was held at the Te Puna Quarry Park on 24 November 2025. The key topics covered were housing and social infrastructure.

The session began with a presentation by Council's Strategic Housing Programme Lead on the housing demographics of Te Puna and Minden, with breaks for the group to answer questions such as "What is working well in terms of housing for your whole community?" and "What would you wish for regarding housing in your community? I wish..."



The second portion of the session focused on Social Infrastructure, the definition used was "*Social infrastructure is the infrastructure that supports a community's quality of life, and social well-being. This includes tangible facilities like schools, hospitals, community centres and recreation areas. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play.*"

The Forum members went on to break into groups and answer the following questions:

- How can we make our community spaces better connected?
- What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 30-50 years?
- Is there anything missing in the social infrastructure and open space maps that we need to indicate before taking this to the wider community?

The groups then prioritised their answers and shared their priorities with the rest of the Forum members.

Feedback summary and themes

In Session 3, participants discussed housing, social infrastructure (built and open spaces), and connectivity in Te Puna and Minden. The session explored what is working well, where gaps exist, and what participants want for the future as the community evolves. Key themes are summarised below.

Housing

Participants reflected on the current housing situation. Many noted the high proportion of one- and two-person households alongside a stock dominated by larger homes. High house prices and rental costs were raised, along with expectations that higher costs should be matched by access to comparably higher levels of services such as public transport.

Overall, participants felt the current mix of housing works reasonably well, with a range of dwelling types, section sizes, and good housing standards. Te Puna's character, rural lifestyle, and space for growing food were highly valued, with support for maintaining productive land while allowing for downsizing.

Looking ahead, participants want housing that meets a broader range of households, including couples, singles, families, kaumātua, and intergenerational living. Smaller, well-designed village-style dwellings were supported, while widespread medium- or high-density housing was less supported. Papakāinga development was highlighted for its cultural and environmental benefits, alongside housing resilient to climate change and supported by infrastructure. Economic considerations included a thriving village centre, local employment, and a balance between commuters and local workers.

Built social infrastructure

Existing facilities valued for community life included local parks and reserves, Te Puna Quarry Park, village shops and hospitality, community halls and hubs, churches, schools, and walkways/cycleways.

Gaps identified included community toilets and showers, picnic/BBQ facilities, café culture, farmers market, improved parking and amenities, and better public transport. Participants also noted opportunities to enhance the design and integration of facilities, aiming to strengthen the village as a social hub.

Open spaces network

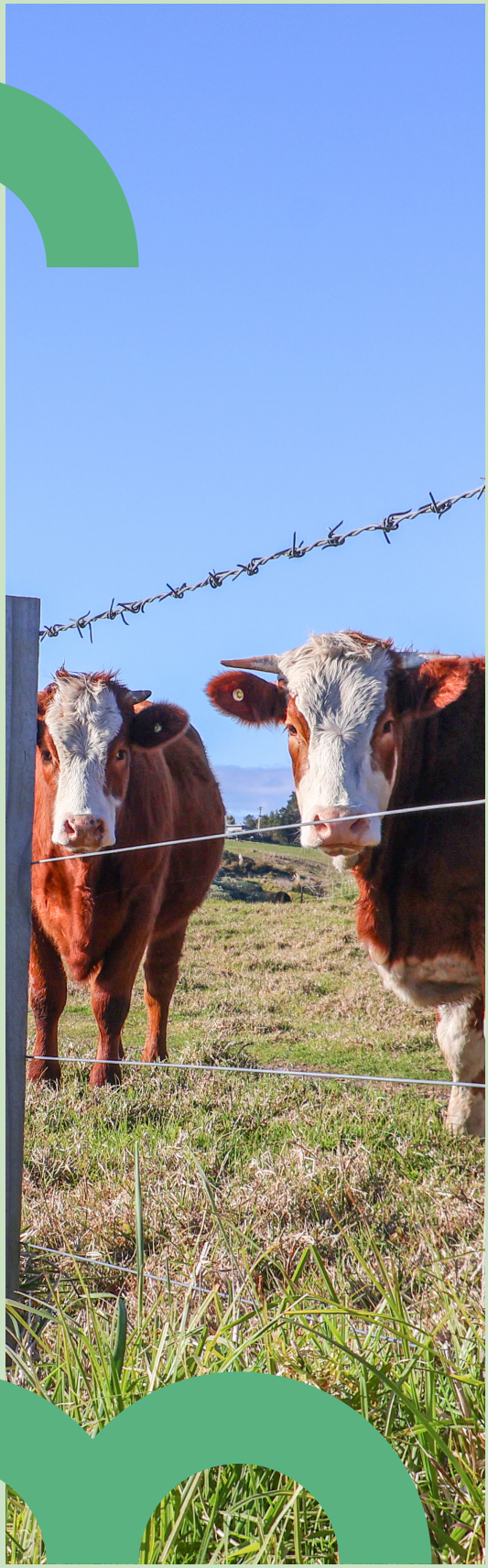
Participants valued the existing open space network for physical activity, social connection, and access to nature. Parks such as Te Puna Quarry Park and Maramatanga Park were highlighted, while some green spaces were seen as isolated.

Future priorities included improving connections between parks, waterways, and communities, enhancing stream corridors, completing walkways, and increasing facilities such as toilets, playgrounds, and seating. Early acquisition of land for open space and infrastructure was also supported.

Connectivity between places

Improving connectivity within and between Te Puna and Minden was a key theme. Participants supported better walking and cycling connections, completing the Minden walkway, and linking to wider networks such as the Takitimu Northern Link and Ōmokoroa.

Public transport was seen as important but challenging, with interest in more flexible or small-scale options. Other suggestions included safer road crossings, improved footpaths, heritage and tourism trails, and better access to reserves and natural areas. Participants also saw private vehicles, access and connectivity around the town centre as an important aspect of connectivity.



Session 4

Bulk Infrastructure, Zoning and Land Use

Purpose

- Understand what bulk infrastructure is, including context, challenges, and potential options.
- Identify and recognise key features and zones on area maps covering the topics and ideas from across the previous sessions
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.
- To hear and consider hapū input regarding the Spatial Plan
- Provide an understanding of the next steps beyond Session 4 for the Forum members to be aware of.

Objectives

Bulk infrastructure

- Give Forum members key information regarding bulk infrastructure activities in the spatial planning area
- Gain insight from Forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Learnings from past sessions

To bring learnings from the past three sessions into a discussion around land use and seek:

- Shared understanding of current zones.
- Gain insight into Forum members' thoughts on current zones and potential future zoning needs bringing together the knowledge shared and gained over previous three sessions.
- Summarise and recognise what has been achieved over the past four sessions.
- Provide information on impact and process moving forward.

Overview

Session 4 was held at Tūtereinga Marae on 12 December 2025, with the intention of having hapū and forum members alike engage in the session in a Te Ao Māori space. Hapū representatives felt Tūtereinga Marae was the appropriate place to share further information about their respective hapū, with the session also focusing on bulk Infrastructure (roading, three waters, power and internet), zoning and land use.

The session began with presentations from designated hapū speakers, followed by discussion on what bulk infrastructure is and how it fits within spatial planning. Questions were asked of the group:

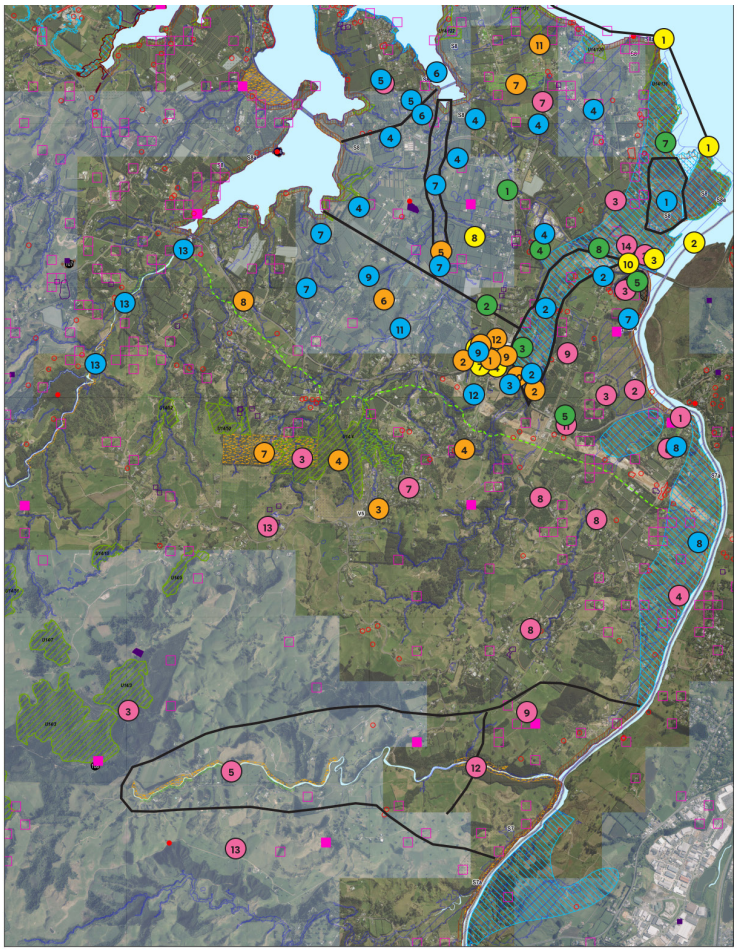
- What do you think is working well in terms of bulk Infrastructure in your community now?
- As we move into 2055, what bulk infrastructure do we need to accommodate growth?

The second portion of the session focused on zoning and land use and bringing all of the information from the past four sessions together, with a presentation about Zoning and land use currently.

The Forum members then broke into groups to identify their thoughts on a map provided. They were asked to "Create your thoughts about what the zoning map should look like working towards 2055". In small groups, the Forum was then instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Te Puna and Minden should look like for 2055. The instructions for this were:

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map and record this on the flipchart.
- Think about what types of zones are needed in the future and suitable locations.

The mapping exercise generated a huge number of ideas of what future growth should look like in Te Puna and Minden. This feedback is visualised on the map below and summarised into themes on the next page.



Feedback summary and themes

In Session 4, participants explored bulk infrastructure, zoning, and land use for Te Puna and Minden, building on knowledge developed throughout the previous forum sessions. Key themes are summarised below.

Bulk infrastructure

Infrastructure such as water supply, roads, and parks generally function well, but will require upgrades to support future population growth. Sewerage and wastewater management were key priorities, with participants stressing the importance of avoiding discharge into waterways and considering culturally appropriate solutions. Much of the area is currently serviced by on-site infrastructure rather than reticulated networks, which is an important consideration for future growth and infrastructure planning. Innovative approaches such as rainwater and greywater reuse, underground power for resilience, and stormwater management through wetlands were suggested. Affordability and equitable access to infrastructure were repeatedly highlighted, particularly for vulnerable populations and those living in more remote areas. The importance of infrastructure planning that respects Māori whenua and awa, aligns with kaitiakitanga principles, and supports ecological values was a consistent theme. Participants also emphasised the need for infrastructure planning to be forward-looking, ensuring resilience to climate change, flooding, and other environmental challenges.

Zoning and land use

Zoning was a central focus of the discussion. Participants highlighted the need to protect Māori land, culturally significant sites, and natural landscapes from inappropriate development. Limiting industrial zoning within Te Puna, maintaining rural character, and encouraging commercial development in appropriate locations were key points.
Papakāinga housing, marae, and other cultural spaces were seen as essential to supporting the community's identity and ensuring Māori voices are central in spatial planning decisions. Participants also noted the importance of creating well-planned residential areas that are connected to community services, recreational spaces, and transport networks, while maintaining green spaces and visual amenity. Strategic land use planning was emphasised to ensure that residential, commercial, and rural zones complement each other, reduce sprawl, and support a cohesive and connected community.

Cultural context

Cultural values were central to the feedback. Participants emphasised that planning and infrastructure decisions must protect wāhi tapu, urupā, and other culturally significant sites, and enhance access to places of historical and spiritual importance such as Te Rangituanehi and Te Puna Springs. Embedding Māori identity, values, and kaitiakitanga in spatial planning was considered critical to the long-term well-being of the community. Cultural considerations were linked to environmental protection, with participants noting that stewardship of the land, rivers, and native biodiversity should guide both zoning and infrastructure decisions.

Environmental and sustainability outcomes

Environmental protection and sustainability were key priorities. Participants recommended integrating natural systems into infrastructure planning, such as using wetlands and riparian planting for stormwater management, protecting waterways, and enhancing biodiversity corridors. Limiting ecological impacts of new development, maintaining green belts, and ensuring new housing and commercial areas blend with the rural and natural character of Te Puna and Minden were strongly emphasised.
Sustainability was also framed in terms of community resilience, with participants highlighting the need for low-impact infrastructure, climate-adaptive planning, and long-term environmental stewardship to maintain both the natural and cultural landscapes.

Community outcomes

Participants stressed that future growth should support the village feel and community cohesion of Te Puna and Minden. Ensuring safe walking and cycling networks, accessible recreational areas, and social infrastructure that serves all ages were important themes.
Affordable and resilient housing, access to community services, and facilities that support local business and employment were seen as vital to retaining and attracting families. Participants also noted the importance of creating spaces that enable social interaction, celebrate local culture, and maintain strong connections between different parts of the community.

Connectivity and integration

The Forum highlighted that growth and infrastructure should improve connections within and between Te Puna and Minden. Roads, cycleways, walkways, and public transport options should link residential, commercial, and recreational areas. Participants also suggested that new infrastructure and zoning should support mixed-use spaces where possible, fostering both economic opportunities and community interaction, while preserving the rural character and cultural heritage of the area.

Summary of key themes

The main purpose of the four Community Ideas Forum sessions was to gather information from the Forum members to inform the questions that will be asked during the wider community engagement for all of Council's spatial plan areas scheduled to commence end of February to April 2026. For Te Puna and Minden a community fun day is to be held on 14 March 2026. To create these questions, we have pulled together the overall key themes that come out across the four sessions.

Housing for everyone and intergenerational living

The Forum highlighted current challenges around housing, including high house prices, rental costs, and a stock dominated by larger homes that do not always match household sizes. Participants stressed the need for a wider range of housing options to accommodate singles, couples, families, kaumātua, and intergenerational households.

Smaller, well-designed, village-style housing was highly supported, alongside papakāinga development, while widespread medium or high-density housing had less support. Housing choices were seen as needing to balance affordability, cultural aspirations, and maintaining rural character, while allowing space for productive land and food production.

Community connectivity and social infrastructure

Participants recognised that existing facilities such as parks, reserves, community halls, schools, walkways, and Te Puna village services provide strong community hubs. However, gaps were identified, including limited public transport, café/social spaces, accessible pathways for youth and older residents, and better integration of recreational and open spaces. Connectivity between residential areas, the village centre, parks, waterways, and wider networks such as the Takitimu Northern Link was emphasised as critical to community wellbeing and social cohesion.

Cultural identity and environmental protection

Forum members strongly emphasised the need to protect cultural sites, wāhi tapu, urupā, marae, archaeological sites, and culturally significant landscapes. Environmental protection was equally important, with wetlands, rivers, gullies, and other ecological areas highlighted for their cultural, ecological, and flood management functions. Participants supported precautionary approaches to development, protecting ridgelines, viewshafts, and visually prominent areas, and ensuring planning decisions reflect both Tangata Whenua values and community environmental priorities.

Climate resilience and natural hazards

Participants noted that climate change, coastal erosion, flooding, land instability, and other hazards pose risks to future development. There was strong support for avoiding development in highly vulnerable areas, including No Go zones along the coast and unstable slopes. Infrastructure and housing planning should integrate climate-resilient design, precautionary approaches, and long-term adaptation strategies to protect the community, natural systems, and cultural sites.

Future infrastructure needs

While current infrastructure generally functions adequately, Forum members highlighted the need for upgrades to support future growth. Key priorities included wastewater and stormwater management, water supply, roading, and low-impact solutions such as wetlands and greywater reuse. Infrastructure planning should respect Māori whenua and waterways, align with kaitiakitanga principles, and ensure equitable access for all residents, particularly those in more remote areas. Affordability, resilience, and climate adaptation were repeatedly emphasised.

Local economy and self-sufficiency

Participants recognised the value of horticulture, local businesses, and the Te Puna village centre in supporting a resilient local economy. Growth and economic development should be balanced with environmental and cultural protection, support local employment opportunities, reduce commuting pressures, and maintain the village character. Participants also highlighted the importance of fostering economic activities that strengthen the community's social cohesion and long-term self-sufficiency.

Maintaining the village character and feel

Throughout each of the sessions participants regularly referred to wanting to maintain the village character and feel of Te Puna Minden. Participants engaged in conversation about development occurring in the wrong place and the detrimental impact that can have on the character and cohesion of an area. Participants stressed that future growth should support and enhance the village feel and community cohesion of Te Puna and Minden.

What's next?

The next steps for the Spatial Plan involve several key activities. Initially, Councillor workshops in February 2026 will finalise topics and questions. This will pave the way for broader community engagement, including a public event, online interactions, and collaboration with key stakeholders.

The Forum will play a pivotal role in drafting the Spatial Plan, aligning efforts with the Long Term Plan 2027-37. A check-in will occur between March and August 2026, with the Forum reconvening in August-September to refine the draft spatial plan. This will ensure critical topics and insights inform the Council's decisions.

By September 2026, the focus will shift to finalising the draft Spatial Plan, ensuring alignment with the Long Term Plan. In March 2027, formal consultation on the draft will take place, alongside the Long Term Plan.



Waihī Beach, Bowentown and Athenree Spatial Plan

Ideas Summary

Summary of discussions from Community Ideas Forums

January 2026

Western Bay of Plenty District Council

This document outlines the discussions from the Waihī Beach, Bowentown, and Athenree Community Ideas Forum (the Forum), Sessions 1 to 4, conducted between October and November 2025. These sessions focused on gaining insights from representatives from the community to help inform the Spatial Plan and shape the future wider community engagement on Spatial Planning planned for February to April 2026.

The Forum explored topics such as growth, housing, cultural considerations, future opportunities and constraints for growth, and infrastructure. Participants included hapū partners, community members, Ward Councillors and Community Board members.

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What is a Spatial Plan

Spatial planning seeks to establish a logical arrangement of land use, aiming to balance development needs with environmental protection and Tangata Whenua aspirations, while fostering cohesive social and economic activities. A spatial plan provides the foundation for all future planning and investment by Council and other agencies or organisations. Ultimately, it will help to determine what the area looks like in 30+ years' time and maps out how we get there. A spatial plan shows:



Where new homes, businesses, recreation, & infrastructure could go.



How we make sure growth reflects the identity, needs and aspirations of our people and places.



What needs protection.



How people will get around.

What's in scope

Here's what is included in the spatial plan conversations:

Focus areas
The urban areas of Waihī Beach, Bowentown, and Athenree.
Note: Spatial plans are required to focus on urban areas planned for growth and their required infrastructure. However, we'll also consider the relationships and interdependencies of the surrounding areas.

Future growth and development
Where and how our towns should grow in the short, medium and long term.

Tangata Whenua perspectives
Understanding the aspirations of Tangata Whenua, including cultural heritage sites, and statutory acknowledgments under Treaty Settlements.

Housing
Ensuring enough land is available for future housing and identifying areas suitable for further residential development.

Infrastructure
Looking at what infrastructure (including roading, power, telecommunication, water, wastewater and stormwater) is already in place and what may be needed as the population grows.

Social infrastructure
Looking at the social need for things like schools, parks, healthcare, and community spaces that support our communities as they grow.

Environmental constraints
Considering natural features, risks and limitations such as:

- Flooding, coastal erosion, other coastal hazards, and unstable land
- Highly productive land and potentially contaminated soils
- Significant ecological/landscape features, such as bush and wetlands.
- Significant cultural heritage features and other archaeological sites.

Zoning and land use
Exploring how land is currently used, what uses should be encouraged or limited in the future, and how different activities (e.g. residential, rural, commercial, industrial) can best fit together.

Why a spatial plan

The spatial plan will be prepared to inform the upcoming Regional Spatial Plan as part of the proposed new Resource Management Reform Bills - the Planning Bill and the Natural Environment Bill. The Planning Bill sets out the requirement for Regional Spatial Plans to regionally identify the spatial implications of environmental limits and constraints such as ecological and landscape features, culturally significant land, natural hazards, highly productive land, and others, and support a permissive approach to development in areas where those constraints can be avoided or appropriately managed.

Over the next 50 years, the Western Bay sub-region, including the Western Bay of Plenty District and Tauranga City, is expected to see significant growth, with up to 200,000 residents and a need for approximately 43,000 new homes. This growth will impact housing, roads, infrastructure, the environment, and affordability.

Spatial planning is essential for managing these demands, ensuring that development is effective and sustainable. A baseline report has been prepared to provide the background and starting point for the Spatial Plan.



What are the key steps



Community Ideas Forum

What is a Community Ideas Forum?

The Community Ideas Forum was created to capture local input on key spatial planning issues like growth, housing, and infrastructure. Applications from community members were assessed against criteria, focusing on diversity, local knowledge, and interest in the Forum. A fair selection process was ensured with the use of an independent person overseeing the selection process. The Forum is made up of community members who sit alongside elected officials and hapū representatives.

Though advisory, the Forum plays a crucial role in shaping the Spatial Plan. Its input helps create topics and content that resonate with the community, enhancing local acceptance. Members were selected through a transparent process, with anonymity protected as per the Terms of Reference.

Involving the community from the start is seen as essential, as research and best practices show. The Forum's purpose is to integrate local perspectives into a shared vision, ensuring the final outcomes align with community priorities.

What was involved in a Community Ideas Forum session?

Four 2–3-hour sessions were held with the Waihī Beach, Bowentown and Athenree Community Ideas Forum between October and November. They were facilitated sessions that included information provided by Council Staff and then generation of feedback and ideas from the Forum members. The information provided was often technical in nature and informed by studies, research and key Council documents. The forums were interactive with a high reliance and use of geospatial mapping of features and areas to inform and generate ideas.

Forum members were provided information packs prior to each workshop. These provided summaries recaps of the previous session and where relevant, supporting information for the upcoming session. There was no requirement for members to carry out any additional work outside of the workshops other than the reading of information packs where possible.

This document

The purpose of this document is to provide an overview of each session, what was covered and to outline the feedback that was given by the forum members. All of the feedback content from Forum members across sessions 1-4 is recorded within the 'Community Ideas Forum - Waihī Beach Session Notes' dated November 2025. This feedback was analysed and themed. The key themes that have resonated across all four sessions are summarised and provided in the "summary of key themes" section on page 19.

The key themes will then be used to identify and shape the questions that will be asked during the wider community engagement commencing end of February 2026.







Session 1

What is a Spatial Plan?

Purpose

- Learn about the spatial planning project - the issues, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To commence Community Ideas Forums for spatial planning and seek:

- Shared understanding of the work, role and responsibility of the Forum
- Relationship building, getting to know each other and motivation to be involved
- Agreement on how we'll work together, the ground rules
- Discussion to set the scene for the spatial plan and this project
- Give Forum members an understanding of the cultural context
- Discussion on the key points and topics from the baseline reports.

Overview

Session 1 was held at Otawhiwhi Marae on 29 October 2025. Prior to the session welcome packs were emailed out which provided the Baseline Report and information on the session for pre-reading.

The session set the scene for the Forum, with presentations from Council staff and Te Whānau ā Tauwhao providing an overview of Spatial Planning and its connection to the work the Hapū are doing. There were introductions and the Forum members were asked questions such as: "How we'll work together", What are the benefits of the Community Ideas Forums" and "where might there be gaps/ issues/concerns – things you want to make sure we keep in mind". Forum members were then asked to look into the future and imagine Waihī Beach, Bowentown and Athenree in 2055 as well as give feedback on the Baseline Report.

Cultural context

Representatives of Waihī Beach hapū Te Whānau ā Tauwhao ki Otawhiwhi are partners with Council in this Spatial Plan. In session one they spoke about the whakapapa of the hapū, the land, and history that connects them, their connection to Tuhua (Mayor) Island, and their hapū aspirations within this Spatial Plan. Te Whānau ā Tauwhao ki Otawhiwhi are in the process of creating a Hapū Management Plan which sets out their cultural, environmental, economic, and social development goals. With this in mind, they shared with the forum that one of the aspirations of the hapū is to see these goals materialised in the Spatial Plan so that the things that are important to the hapū are recognised, retained, and protected for future generations. Other aspirations included to better develop the land around the marae for papakāinga, enhanced health services, development of cultural tourism with Tuhua and enhancement of the pā site at Bowentown Heads.

Feedback summary and themes

In Session 1, participants shared ideas on how Waihī Beach, Athenree and Bowentown could be developed in the future and how the community could be engaged in planning. Key themes from the discussion are summarised below.

Community vision and identity - looking forward to 2055

The Forum members were asked to look into the future for Waihī Beach and conceptualise "What is happening", "What are you celebrating" and "How does Waihī Beach community look in 2055". Participants envision Waihī Beach in 2055 as a thriving, diverse community. Population growth is a balanced demographic with more families and permanent residents, despite spatial constraints. Housing developments include medium density and climate resilience, strategically located to preserve open spaces and views. The beach community vibe and character has been maintained. Transport improvements, including walkways, cycleways, and public transport options, are designed to enhance connectivity within and beyond the area. The community has adapted to environmental changes through effective dune protection and the planting of native species, ensuring a healthy ecosystem.

Future planning and population growth

The Forum feedback highlighted a preference for managing sustainable growth, emphasising the need to understand future population trends and create strategic options with the use and guidance of accurate population projections. Providing the community with a range of strategic options from minimal to more intensive growth could allow for more informed decisions that align with varied community priorities. There was also an emphasis on the permanency of the population, how this could change in the future and what that change might mean in terms of growth and population projections and its impact on planning for the future.

Environmental protection

The key concern raised by the Forum focused on balancing development with ecological preservation. Discussions covered managing pest plants and animals, enhancing ecological health, and addressing climate change impacts like erosion and extreme weather. Strategies included ensuring ecological values are prioritised, preparing for climate change, and protecting natural environments. Concepts related to resilience involved buffer zones, housing on higher ground, dune protection and rehabilitation, and planting native trees in the right locations to support a thriving environment and clean waterways. Participants noted that the community relies heavily upon volunteers to ensure these strategies and efforts are carried out.

Transportation and connectivity

Transport infrastructure improvements were identified as important to enhancing regional connectivity. Participants advocated for better connected cycleways, walkways, and more public transport to reduce congestion and enhance connectivity within Waihī Beach, Athenree and Bowentown, as well as to the wider district. Ideas included improving access through the Ahi Pātiki Athenree walkway and crossing, expanding cycleways to Tauranga and Waihī, and considering ferry services. Emphasis was placed on ensuring the broader geographic area of Waihī Beach was included and improving public transport options to account for an increased population.

Housing

The discussion emphasised the importance of having diverse and affordable housing that meets the needs of various demographics. Key points included utilising unoccupied properties, addressing social and emergency housing, and ensuring housing strategies support local residents and workers, not just absentee owners. Considerations involved planning for multi-unit and affordable housing, maintaining spaciousness and views, and implementing effective infrastructure.

Economic and community development

Economic and community development focused on supporting local businesses and retaining youth by fostering job opportunities. Participants expressed an interest in further exploring tourism opportunities while ensuring hapū involvement in collaborative processes. Managing seasonal economic shifts, expanding business focus beyond Wilson Road, promoting recreational activities, and integrating community hubs were noted as strategies to enhance stability and support a vibrant, diverse full-time community essential for sustaining stable tourism year-round.

Cultural heritage and local identity

Retaining the current strong community vibe and feel was noted as important. The forum underscored the importance of protecting cultural heritage and involving hapū in planning to maintain Waihī Beach's unique identity. Participants emphasised the need to preserve cultural sites and integrate them into spatial planning. Ensuring respect for cultural heritage, acknowledging place names like Otawhiwhi, and protecting sites such as pā were highlighted as key elements in maintaining the community's vibe and cultural integrity.



Session 2

Population projections, future opportunities and environmental constraints maps

Purpose

- Learn about how growth of population and housing is projected and the extent of growth projected over the time period being considered for the spatial plan.
- Learn about physical constraints, their locations and how they can present constraints and opportunities to land use and development.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To continue Community Ideas Forums for spatial planning and seek:

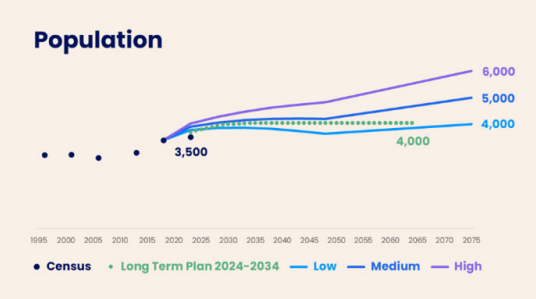
- Shared understanding and appreciation of growth modelling and projections when considering what needs to be factored into future planning
- Shared understanding of constraints mapping – No Go, No More, Go Carefully/ Kia Tūpato (take caution) areas and areas with No Known Constraints
- Discussion of constraints and comfort levels with those constraints and within development
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

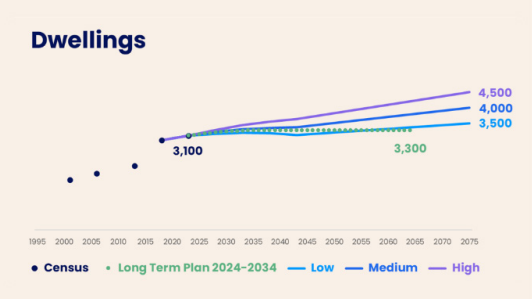
Overview

Session 2 was held at the Waihī Beach Community Centre on 10 November 2025. The key topics covered during this session were population projection information and the future growth opportunities and environmental constraints mapping.

The session began with a presentation from Council's Research & Monitoring Analyst, who provided information on the population and dwelling projections and estimations given what we currently know from Statistics New Zealand.

This was then followed by an introduction into constraints mapping and the information that has been used to create a future growth opportunities and environmental constraints map, which included mapped areas No-Go, No More, Go Carefully/Kia Tūpato (take caution) and No Known Constraints.







No Go, No More, Go Carefully and No Known Constraints categories were created for the workshop, with Council staff creating their definitions based on legislation and relevance to their purpose in the workshop.

No Go
For the purpose of the workshop, No Go areas were defined as No Go areas are rural zoned land where future development is not suitable due to critical constraints as reflected in legislative restrictions. These areas are identified to protect important environmental, cultural, and heritage values, and to reduce exposure to natural hazards and climate change effects, such as coastal and inner harbour erosion.
Constraints include:

- Protected ecological and landscape features
- Culturally significant sites
- Areas at risk from coastal erosion

No More
No More areas were defined as areas that are existing zones for residential, lifestyle and business that contain No Go level constraints. These areas are subject to similar legislative restrictions as No Go areas, and further intensification may not be possible over and above what the District Plan already allows.

Go Carefully /Kia Tūpato (take caution)
Go Carefully/Kia Tūpato (take caution) areas were defined as locations with significant mapped constraints which require precaution. Future development may be possible if risks and impacts can be mitigated or avoided as required.
Constraints include:

- Flooding, coastal inundation, tsunami, unstable land and liquefaction
- Land elevation / topographical constraints
- Highly productive land
- Hazardous Activities and Industries List (HAIL) sites
- Archaeological sites

No Known Constraints
Areas where none of the above constraints (No Go, No More, Go Carefully / Kia Tūpato (take caution)) are known to exist (it is possible one or more could be identified in the future). These areas can be considered for future development subject to general suitability.

Members were asked "What do you think? How do you feel about these? Are they no-go/go-carefully?" and "Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?"

In addition to the above questions, For Go Carefully Constraints, members also discussed "How can we best align the need for development with community values and priorities while considering these constraints?" For Go Carefully – Archaeological Sites, members also considered "How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development?" and "Is this aligned with the values and priorities of the community?"

Feedback summary and themes

In Session 2, participants focused on population projections and constraints to future growth opportunities. These are summarised into themes below.

Population growth and residential shifts

During the growth projections presentation, participants raised questions about data reliability. Specifically, ethnicity statistics appeared inaccurate due to overlapping identities, which staff clarified. Concerns emerged regarding the calculation of the seasonal population swell, with participants feeling the peak season estimates were too low. Staff explained their methodology based on water consumption data. There was a discussion about retiring baby boomers choosing to live permanently in their holiday homes and how this would gradually increase the population. Participants suggested analysing past trends and finding information from other beach towns to predict whether Waihī Beach will shift from being a holiday bach town to a community of more permanent residents by 2055.

Environmental considerations and natural hazard management

There is strong advocacy for ecological preservation and careful identification of No Go areas. Participants emphasised the value of initiatives like native bush replanting, pest plant and animal management, and wetland protection to safeguard the area's ecological health and promote types of eco-tourism which align with environmental protection goals. Discussions on ecological features reflected a need for more integration with the Bay of Plenty Regional Council ecological and biodiversity sites. Forum members saw managing risks associated with land instability, flooding, coastal inundation, and other natural hazards as important. With a focus on sustainable practices and engineering solutions where feasible, and when developing land, the importance of understanding the implications of extreme weather events.

Housing and development constraints

The Forum discussed the balance required regarding different housing types needed, including medium-density options. Participants highlighted the importance of identifying suitable areas for infill and greenfield development while addressing constraints like slope, which should be carefully mapped. Protecting space for future generations was outlined, ensuring No Go areas remain safeguarded for valid reasons. The session highlighted the need to balance these constraints with development, focusing on housing density and a range of housing options. It was noted that Waihī Beach faces limitations in developable areas due to constraints like flooding, liquefaction, archaeological sites, HAIL sites, and productive land, necessitating careful prioritisation. Participants highlighted the need for infrastructure development that supports sustainable growth, focusing on resilience and avoiding wholesale intensification, preferring strategically placed growth 'pockets' that respects the community's character.

Cultural heritage and preservation

Protecting cultural sites and heritage is a priority, it was noted that decisions on these areas should be led by Tangata Whenua. The Forum members identified the need for aligning development plans with cultural aspirations to ensure meaningful preservation of heritage sites and there was also a recommendation that the use of Māori names for cultural features should be used. The No Go zones were generally supported, particularly regarding cultural safeguarding. The Forum members noted the significance of archaeological sites with differing views on their categorisation, advocating for cultural significance to be determined by Tangata Whenua.



Session 3

Housing and Social Infrastructure

Purpose

- Learn about housing and social infrastructure, including context, challenges, and potential options.
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.

Objectives

To provide an overview of housing and infrastructure to the Community Ideas Forums and seek to:

Housing

- Provide Forum members with an understanding of housing needs, demographics and growth situation in sub-region/the specific spatial planning area - Increase understanding of housing needs in the sub-region and where Waihī Beach, Bowentown and Athenree fits in that picture.
- Increase understanding of why we need more housing at all levels (social, affordable rental, affordable to own, private market).
- Understand from the community's perspective what they are concerned about and what they are wanting to see in their community.
    - Learn where the community feels there is a gap or unmet housing need.
    - Start the conversation around housing types and ways to provide for growth.

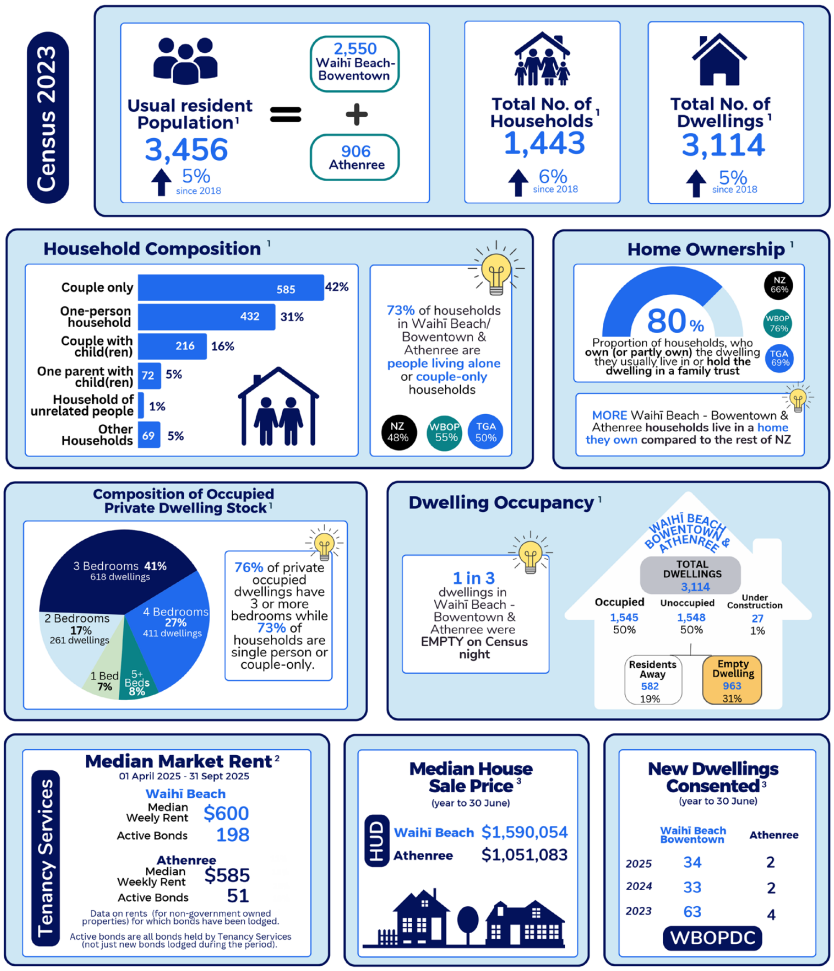
Social infrastructure

- Give forum members key information regarding social infrastructure activities in the spatial planning area
- Gain insight from forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Overview

Session 3 was held at the Waihī Beach Community Centre on 18 November 2025. The key topics covered were housing and social infrastructure.

The session began with a presentation by Council's Community and Strategic Relationships Manager on the housing demographics of the Waihī Beach – Bowentown and Athenree, with breaks for the group to answer questions such as "What is working well in terms of housing for your whole community?", "What are potential issues we need to flag" and "What would you wish for regarding housing in your community? I wish..."



The second portion of the session focused on Social Infrastructure, the definition used was "*Social infrastructure is the infrastructure that supports a community's quality of life, and social well-being. This includes tangible facilities like schools, hospitals, community centres and recreation areas. It forms a key component of creating centres that act as hubs for our communities and influences how and where people move, and their ability to live, work and play.*"

The Forum members went on to break into groups and answer the following questions:

- How can we make our community spaces better connected?
- What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 30-50 years?
- Is there anything missing in the social infrastructure and open space maps that we need to indicate before taking this to the wider community?

The groups then prioritised their answers and shared their priorities with the rest of the Forum members.

Feedback summary and themes

In Session 3, participants discussed housing, social infrastructure (built and open spaces), and connectivity in Waihī Beach, Athenree and Bowentown. The session explored what is working well, where gaps exist, and what participants want for the future as the community evolves. Key themes are summarised below.

Housing utilisation and supply

Participants expressed concerns over low utilisation and supply, high housing costs, an aging population, and a lack of suitable downsizing options for residents. It was suggested that the high ownership rate masks the reality that many homes are empty or unsuitable, with rental options diminished due to non-compliant properties.

Diverse housing needs

The demand for varied housing options was a reoccurring theme through-out the session, with Forum members expressing the need for affordable homes to encourage families and young people, options for retirees to downsize, people working in tourism sector, and housing for the elderly (e.g., lack of residential care options). This importance of meeting these diverse needs was identified by the Forum as necessary for fostering a sustainable and inclusive community in the future. The Forum members felt that initiatives like Seaford Park are successful in providing an alternative model for affordable to purchase housing. There was a strong emphasis on the value and identity of the slow paced, bach style community and character and the need to preserve this identity and character into the future. Participants noted that small scale subdivision and development have meant that there are different styles of housing across Waihī Beach, Athenree and Bowentown which adds to the character of the area. Medium density housing was a common topic of discussion, with a recognition that it is a useful housing option but deserves careful consideration in its application and location to ensure it is successful.

Cultural and environmental preservation

The Forum members emphasised the need to protect cultural heritage and expand natural open spaces. Integrating Tangata Whenua partnership and environmental considerations into spatial planning and development of land was discussed as important aspects for maintaining Waihī Beach's unique identity. Other concepts put forward were ideas such as making open spaces better connected to cultural history through story telling and ensuring partnership with Tangata Whenua continues. Protection of dunes, coastline, wetlands and cultural heritage features was a key point made by participants. Forum members also identified the need for sustainable and resilient development practices, including eco-friendly housing solutions, infrastructure and housing that plans for natural hazards. Participants emphasised that recognising the dynamic nature of the coastal environment was important.

Social infrastructure and connectivity

In terms of social infrastructure and open spaces, the Forum valued the current recreational amenities and community led initiatives but identified gaps, particularly in connecting social infrastructure and open spaces. Participants value Waihī Beach as a safe environment where children can walk to shops and there is concern that this could be lost if not actively protected. High priority desires included enhanced connectivity across Waihī Beach, Athenree and Bowentown, better youth support, disability access, and improved cycling and walking infrastructure. Suggesting that improvements in cycling and walking infrastructure and improved disability access are important to ensure integration between community spaces across the town. Additionally, Forum members indicated a need for protected natural open spaces and areas of ecological value such as wetlands. The need for access to social services such as medical centres and public transport to support the community.



Session 4

Bulk Infrastructure, Zoning and Land Use

Purpose

- Understand what bulk infrastructure is, including context, challenges, and potential options.
- Identify and recognise key features and zones on area maps covering the topics and ideas from across the previous sessions
- Discuss and deliberate with others, considering a wide range of perspectives and experiences.
- Provide an understanding of the next steps beyond Session 4 for the Forum members to be aware of.

Objectives

Bulk infrastructure

- Give Forum members key information regarding bulk infrastructure activities in the spatial planning area
- Gain insight from Forum members as to what they see as priorities over the spatial planning timeframes (30-50 years' time)
- Highlight local concerns, risks, opportunities, and insights for Council to consider.

Learnings from past sessions

To bring learnings from the past three sessions into a discussion around land use and seek:

- Shared understanding of current zones.
- Gain insight into Forum members' thoughts on current zones and potential future zoning needs bringing together the knowledge shared and gained over previous three sessions.
- Summarise and recognise what has been achieved over the past four sessions.
- Provide information on impact and process moving forward.

Overview

Session 4 was held on 26 November 2025 at the Waihī Beach Community Centre. The key focus of the session was on bulk Infrastructure (roading, three waters, power and internet) and zoning and land use.

The session began with a presentation from the Project Lead and Infrastructure Growth and Delivery Manager about what bulk infrastructure is and how it fits within spatial planning. Questions were asked of the group:

- What do you think is working well in terms of bulk Infrastructure in your community now?
- As we move into 2055, what bulk infrastructure do we need to accommodate growth?

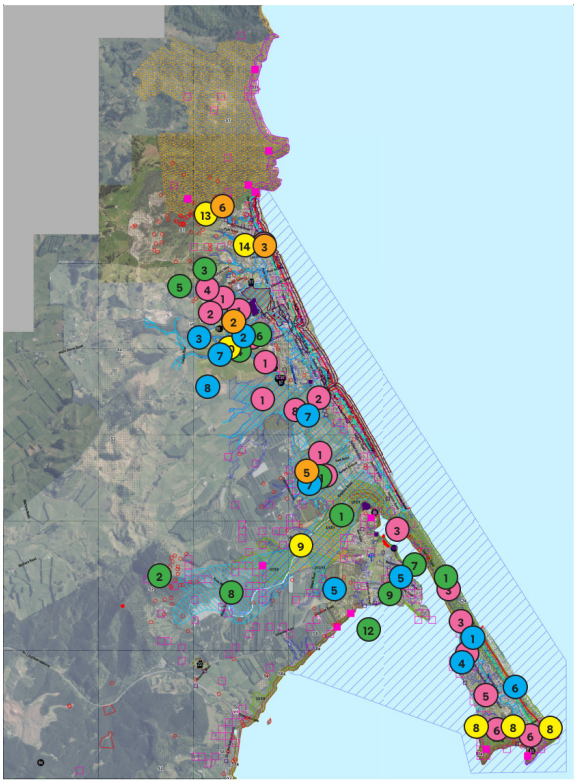
The second portion of the session focused on zoning and land use and bringing all of the information from the past four sessions together, with a presentation from the Project Lead about Zoning and land use currently.

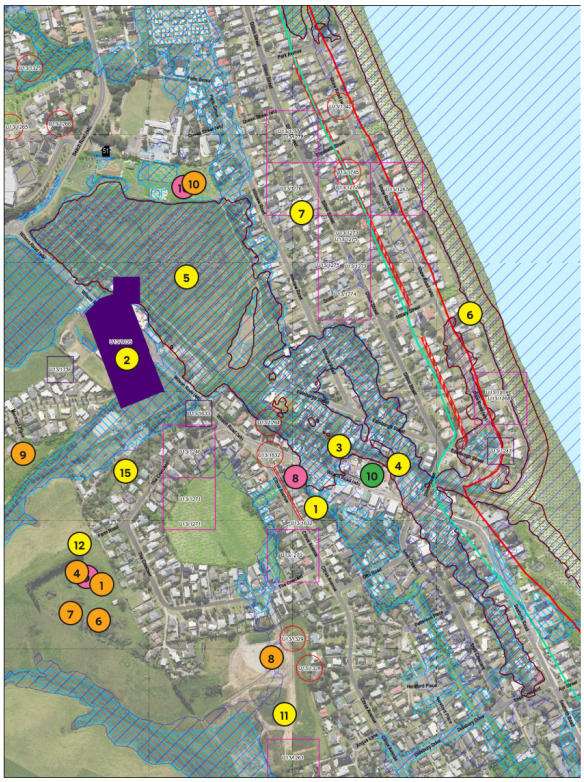
The Forum members then broke into groups to identify all of their thoughts on a map provided. They were asked to "Create your thoughts about what the zoning map should look like working towards 2055".

In small groups, the Forum was instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Waihī Beach should look like for 2055.

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map and record this on the flipchart.
- Think about what types of zones are needed in the future and suitable locations.

The mapping exercise generated a huge number of ideas of what future growth should look like in Waihī Beach, Athenree and Bowentown. This feedback is visualised on the map below and summarised into themes on the next page.





Feedback summary and themes

In Session 4, participants explored bulk infrastructure, zoning, and land use for Waihī Beach, Athenree and Bowentown, building on knowledge developed throughout the previous forum sessions. Key themes are summarised below.

Infrastructure effectiveness and improvement

Forum members identified that some current infrastructure, such as wastewater management, water supply, and fibre connectivity, generally meets the communities needs, but there are known issues with stormwater. Looking ahead participants suggested that, enhancing power and wifi reliability, upgrading roads, enabling evacuation routes, and improving stormwater management is needed to accommodate growth. The need for relationships with infrastructure providers to be strengthened was discussed. Forum members highlighted the importance of sustainable practices and creative solutions, such as promoting water retention tanks and solar energy use. Understanding infrastructure resilience and opportunities for different scale solutions was also identified by participants. Additionally, expanding natural wetlands and incorporating green infrastructure within road corridors are seen as essential for reducing environmental impact and enhancing resilience. Forum members noted that ensuring that infrastructure services are extended to Māori land is important, as well as protecting cultural sites.

Balancing growth with cultural and environmental preservation

The Forum noted that future planning should integrate community needs by emphasising the protection of wetlands and cultural sites, while allowing residential intensification where it aligns with preserving community character and environmental sustainability. There is a desire to balance growth with the preservation of unique natural and cultural resources. Participants suggested zoning that includes protected wetlands, cultural site considerations, and opportunities for intensified residential zones in appropriate areas.

The need for thoughtful development was identified, ensuring growth is balanced with the preservation of cultural heritage, the natural environment and that infrastructure meets the needs of an evolving community.

Zoning for resilience and growth

The Forum members discussed the need for zoning that accommodates growth while safeguarding natural and cultural landscapes. This included maintaining building height restrictions, protecting low-rise coastal areas, and providing flexible zoning options that support climate resilience and residential intensification in suitable locations. It was recognised that the existing protections for low-rise residential areas along the coast, help to preserve the natural landscape.

Summary of key themes

The main purpose of the four Community Ideas Forum sessions was to gather information from the Forum members to inform the questions that will be asked during the wider community engagement for all of Council's spatial plan areas scheduled to commence end of February to April 2026. For Waihī Beach, a community fun day is to be held on 28 February 2026. To create these questions, we have pulled together the overall key themes that come out across the four sessions.

Environmental protection

The Forum strongly valued the need to balance development with ecological preservation, focusing on wetlands, the importance of the coastline and its dynamic nature, natural landscapes, and ecological features. Key concepts included managing pest plants and animals, enhancing ecological health, and addressing climate change impacts like erosion and extreme weather. Strategies proposed included preparing for climate change, establishing buffer zones, and exploring eco-friendly housing solutions. Emphasis was placed on dune protection and rehabilitation and planting native trees to support a thriving environment and clean waterways. The Forum highlighted the need for ensuring ecological values are integrated into planning, the community can achieve sustainable and resilient future that protects the whole wellbeing of the natural environment.

Diverse housing needs

Overall, the Forum raised current challenges around housing. Identifying issues such as high homeownership rates co-existing with low occupancy, highlighting a mismatch in housing supply and demand. The Forum members outlined the need for a range of housing options which could cater to all of their community, including affordable homes for the people who work in tourism sector in Waihī Beach, families and seniors, as well as options for intergenerational housing.

Climate resilience and natural hazards

It was noted that due to the Waihī Beach location, climate change effects, such as sea level rise, storm surges, and extreme weather events, pose significant risks. A key aspect to this theme was to avoid development in vulnerable landscapes. Identifying that infrastructure and zoning must adapt to mitigate these risks, with an emphasis on climate-resilient design and planning practices.

Community connectivity and social infrastructure

The Forum identified that there are key strengths already in the community around the idea of community connectivity and social infrastructure. Facilities like the existing community facilities, cycleways, and the new library are appreciated and foster social interaction.

However, the need for enhanced connectivity between community spaces and the different extents of the community between Waihī Beach, Bowentown and Athenree as well as, accessible paths and trails, especially for youth and the elderly was identified. Along with the need for a social or community space in the Athenree area and public transport need in general.

Cultural heritage preservation

The forum highlighted the importance of protecting cultural heritage. Members acknowledged the need to involve Tangata Whenua in decision-making to ensure meaningful preservation. The integration of cultural considerations into planning and the use of Māori names for cultural features were emphasised. Strategies included aligning development plans with cultural aspirations and respecting No Go zones created for cultural safeguarding. Participants discussed making open spaces more connected to cultural history through storytelling and partnerships with Tangata Whenua. Ensuring cultural sites and heritage are preserved while supporting community identity.

Future infrastructure needs

Infrastructure in general works well for the current population. However, the future infrastructure needs based on the demographics and occupancy of the population need to be carefully considered in regard to all bulk infrastructure types. This includes aspects such as upgrades to roading, enabling evacuation routes and stormwater management.

Economic considerations and tourism

The Forum regularly noted that the economy is tied to tourism and local businesses. Participants highlighted that maintaining the community's character while supporting economic activity is important. Addressing the needs of both residents and an influx of tourists during peak seasons is crucial.

Community identity

The Forum members frequently emphasised the importance of preserving the community's identity for the future. Maintaining the community's vibe and character was identified as a crucial value. The participants highlighted that Waihī Beach is a beautiful place, and they wish for it to remain so. The community's essence as a slow-paced, bach-style town was deemed important and worthy of preservation. This distinctive character is highly valued by the forum members, and they believe it should be given emphasis within spatial planning considerations.



What's next?

The next steps for the Spatial Plan involve several key activities. Initially, Councillor workshops in February 2026 will finalise topics and questions. This will pave the way for broader community engagement, including a public event, online interactions, and collaboration with key stakeholders.

The Forum will play a pivotal role in drafting the Spatial Plan, aligning efforts with the Long Term Plan 2027-37. A check-in will occur between March and August 2026, with the Forum reconvening in August-September to refine the draft spatial plan. This will ensure critical topics and insights inform the Council's decisions.

By September 2026, the focus will shift to finalising the draft Spatial Plan, ensuring alignment with the Long Term Plan. In March 2027, formal consultation on the draft will take place, alongside the Long Term Plan.

Mā tō tātou takiwā
For our District

Community Ideas Forum – Katikati

Session Notes

Western Bay of Plenty District Council

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Our task for creating the Katikati Spatial Plan

"To make a place future generations will thank you for"

Overview of session dates and areas of focus

- Session 1 – Introductions, Cultural Context, Thinking about 2055
  Thursday 30 October
  3.30-6.30pm
- Session 2: Constraints mapping
  Wednesday 12 November
  3.30-5.30pm
- Session 3: Housing / Social infrastructure
  Wednesday 19 November
  3.30-5.30pm
- Session 4: Bulk Infrastructure / Zoning and land use
  Wednesday 3 December
  3.30-5.30pm

Session 1 – Introductions and Cultural Context

How we'll work together

- Open minded
- Trust
- Kind
- No interruption
- No overtalking
- Calm
- Unbiased – aware of own agendas and conflicts
- Sharing is caring

What are the benefits of the Community Ideas Forums?

- Pretty diverse groups of people
- Heart in it
- Safety net
- Together is better than alone
- Ownership
- Local input
- Like hearing that group members love Katikati as much as I do and they want to see it thrive
- Identifying future needs and how they are funded by present ratepayers for future needs
- Early feedback on infrastructure
- Inspirational
- Sharing and caring
- Build consensus

- Positive approach

Where might there be gaps/issues/concerns – Things you want to make sure we keep in mind

1. How to ensure we include rangatahi, young families, business owners and local workers in creating the place of the future.
2. Optimize feedback from earlier workshops.
3. How to engage with other ethnic groups.
4. How to engage with disability sector.
5. How to draw out the quiet and shy voices e.g., youth or high school students might be more comfortable in peer-only sessions.
6. How to use varied communication techniques.
7. How to ensure there are diverse employment opportunities for our community.
8. How to make urban area work better – "10-minute town".
9. How to ensure that there is visibility for hapū in the outputs and within the community (within the spatial plan and actual town feel).
10. How do we include the urban community.
11. How to create/support rangatahi to create things that will engage them and they will want to do.
12. How to prepare those who are engaged to connect with those who won't but will give feedback.
13. How to engage or include in this reference group – tradies, transport operators, other business people, large employers.

Looking into the future - Katikati in 2055

You are celebrating the awesome Katikati community you have created. What is happening? What are you celebrating? How does the Katikati community look in 2055?

Community / people

- Keep village feel.
- Open air art.
- Lifestyle.
- How to encourage residents and wider community to use our magnificent outdoor spaces (Kaimai's, harbour and learn of their heritage).
- Accessible community spaces and living spaces for aged care – this is a growing percentage of our population.
- Town that Tangata Whenua can see themselves in (town that reflects Tangata Whenua identity).
- Nourishing environment for grandchildren and great-grandchildren in a community where they can thrive.
- Attractive place for younger families with employment opportunities.
- Local employment opportunities.
- Social services that grow and support population.

Housing / built form

- Community playgrounds have open spaces that are accessible for all ages including a BBQ, shade and areas for play.
- Town has been reoriented to face the river.
- Katikati will be bigger with more intensive development and more multi-story buildings.
- A new village that embraces our environment – off the main road.
- Smaller homes, more affordable.
- More rent to own housing with more flexible options for ownership.
- Affordable housing of mixed typology and multi generational.
- Connection to fit for purpose housing for those working here.

How we move around

- Katikati is included as part of the planned Waihi to Tauranga cycleway.
- Katikati bypass.
- A community that is accessible to all.
- Transport options and low emission choices available to utilise.
- Interconnection with better alternative options to roads, rail, ferry, high speed options.
- Bypass has been built. Town has been re-imagined with less traffic driving through.

Landscape / whenua

- Rare species? Kiwi?
- Destination town for outdoor recreational activities.
- Community is focused on connection to nature.
- Smart decisions made now to enable flora and fauna to flourish – flourishing natural ecosystem.
- Keep dairy farm in town.
- Responding to sea level rise and infrastructure is future proofed.
- Reserves built around natural features. New reserve areas to cater for increased population.
- Better connections to nature and corridors.

Other

- Innovation of higher value products conversation.

Baseline report – Identifying key areas of focus

Topic 1 – Climate Change and Natural Hazards

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
Climate change is putting increasing pressure on the district's coastal environment, community safety, and infrastructure.	Green stickers: 7 Orange stickers: 1 Red stickers: 0
Significant and potential impacts include increased temperature, changes in rainfall, dryness and drought, extreme weather, sea level rise, groundwater rise and salinity	Green stickers: 7 Orange stickers: 1 Red stickers: 0

stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding.	
Katikati's low-lying areas are vulnerable to coastal and rainfall-related flooding, which could damage buildings, impact road performance, and reduce stormwater and wastewater capacity.	Green stickers: 9 Orange stickers: 0 Red stickers: 0
Coastal erosion affects the Tauranga Harbour fringes, particularly consolidated banks and cliffs composed of soft materials. Setback requirements and limits on new development are used to manage this risk.	Green stickers: 8 Orange stickers: 0 Red stickers: 0
Liquefaction, and tsunami are other key natural hazards to consider when planning for growth, infrastructure, and emergency management.	Green stickers: 3 Orange stickers: 5 Red stickers: 0
Additional comments made: • Volcanic eruption, ash fall = devastated local economy • Environmental pests and diseases • New bridge over Uretara Stream to ensure access when there's flooding/high river. The bridge isn't fit for purpose.	

Topic 2 – People, Community & Social Infrastructure

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
Katikati is known as both the mural capital and avocado capital of New Zealand, with strong arts, cultural events, and tourism attractions including the mural trail, Katikati Avocado and Wine Festival, and Katikati Festival of Cultures.	Green stickers: 6 Orange stickers: 3 Red stickers: 0
The Katikati township population of 5,580 grew by 9% from 2018 and 2023, decreasing significantly after a much higher growth of 23% in the previous 5 years. The median age is 51 years.	Green stickers: 3 Orange stickers: 2 Red stickers: 0
45% of people aged 15+ are employed, meaning there are less people in the labour force and decreasing median personal income to $28,700.	Green stickers: 1 Orange stickers: 2 Red stickers: 0
Katikati's ethnicity is relatively diverse with 77% European, 17% Maori, 12% Asian and 5% Pacific.	Green stickers: 2 Orange stickers: 0 Red stickers: 0
There are 2,556 dwellings, with 91% occupied. Most are separate houses, over half have three bedrooms, and home ownership is 75%.	Green stickers: 1 Orange stickers: 1 Red stickers: 0
Community facilities include the Katikati War Memorial Hall, the Centre – Pātuki Manawa Digital Hub, elder housing, churches, Katikati Community Centre, Katikati RSA & Citizens Club, Hauora, marae, Katikati Resource Recovery Centre, schools and the Katikati Menz Shed. These provide essential services and spaces for social connection.	Green stickers: 7 Orange stickers: 0 Red stickers: 0
Recreation, arts, and open spaces include Western Bay Museum, Arts Junction, 52 reserves including shared paths, Moore Park youth area, and the Dave Hume Swimming Pool.	Green stickers: 8 Orange stickers: 0 Red stickers: 0

The Katikati Community Plan (2022-2042) provides overarching strategies and desired outcomes for social, economic, environmental, and cultural development over a 20-year period, reflecting community aspirations and ongoing engagement.	Green stickers: 0 Orange stickers: 4 Red stickers: 3
Additional comments made: • Not memorable enough – could do better at showcasing what we've got • Integration of RSE workers • Too many programmes happening in isolation from each other • Age friendly networks – council is a member but no plans development yet e.g., Taupo • RSA is gone – what's happening with that site?	

Topic 3 – Housing and Land

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
Katikati has experienced moderate growth in housing supply, with rising house prices and increasing rental costs contributing to housing affordability challenges, particularly for lower-income households.	Green stickers: 9 Orange stickers: 0 Red stickers: 0
Between 2017 and 2025, 410 new dwellings were consented and 309 new lots created in Katikati. Of new dwellings built, the majority were 2-3 bedrooms suited to smaller households.	Green stickers: 6 Orange stickers: 2 Red stickers: 0
Rental properties make up 25% of dwellings, with average rents at $576 per week and median house prices of $740,250.	Green stickers: 3 Orange stickers: 0 Red stickers: 0
Public and assisted housing is limited, but does include WBOPDC Elder Housing, RSA Homewood Village, Abbeyfield, and a small Kāinga Ora portfolio.	Green stickers: 6 Orange stickers: 1 Red stickers: 0
The Katikati Housing Systems Plan provides a framework to guide housing development, focusing on affordable housing, minor dwellings, alternative tenures, and supporting iwi and community-led housing initiatives.	Green stickers: 2 Orange stickers: 4 Red stickers: 0
Future housing growth will be supported through a mix of existing residentially zoned greenfield areas and medium-density zones near the town centre, and similar future zonings. This is to meet the projected population of 6,980 by 2043 and the diverse housing needs of the community. Lifestyle zoning will also provide for lifestyle living demand in rural areas.	Green stickers: 5 Orange stickers: 1 Red stickers: 0

Topic 4 – Infrastructure, Transportation and Designations

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
Localised flood hazards occur mainly in gully systems and low-lying residential areas, while the town's elevated	Green stickers: 0 Orange stickers: 3

topography and free-draining soils support effective stormwater management.	Red stickers: 3
Wastewater is treated at the Prospect Drive plant, with ongoing upgrades to aging pipelines, including the sub-marine discharge line beneath Tauranga Harbour.	Green stickers: 1 Orange stickers: 3 Red stickers: 0
Potable water supply serves most urban areas reliably up to 60m elevation, with booster pumps and on-site storage required for properties at elevations higher than 60m.	Green stickers: 3 Orange stickers: 1 Red stickers: 0
Katikati's internal roading network is generally wide and safe, with narrower streets in newer developments designed with traffic calming measures.	Green stickers: Orange stickers: 2 Red stickers: 5
Walking and cycling connections provide urban, rural-community, and recreational links, including district-wide trails and the Tauranga-Ōmokoroa-Katikati route,	Green stickers: 7 Orange stickers: 0 Red stickers: 0
Power and telecommunications networks are being upgraded to enhance resilience and support growth, including fibre expansion and modern wireless solutions.	Green stickers: 5 Orange stickers: 1 Red stickers: 1
Designations in Katikati set aside the use of land for schools, utilities, and transport corridors, aligning infrastructure provision with future spatial planning.	Green stickers: 5 Orange stickers: 0 Red stickers: 0
Additional comments made: • Resealing surface sub-standard • Priority should be given to business/industry over residential with power and telecommunications	

Topic 5 – Economic Overview and Future Growth

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
The economy in Katikati is supported by horticulture, including kiwifruit and avocado orchards, and multiple post-harvest and pack-house facilities.	Green stickers: 8 Orange stickers: 0 Red stickers: 0
The SmartGrowth Strategy 2024-2074 highlights the importance of maintaining access to State Highway 2 and the Port of Tauranga to support freight, logistics and exports.	Green stickers: 6 Orange stickers: 0 Red stickers: 1
Katikati's commercial town centre provides retail, services, officers, and community facilities, complemented by smaller commercial and home-based enterprises.	Green stickers: 1 Orange stickers: 5 Red stickers: 3
Existing industrial developments near the town centre plus future growth enabled in undeveloped industrial areas along Marshall/Tetley Road provide for industry and post-harvest activities.	Green stickers: 4 Orange stickers: 3 Red stickers: 0
The 2022 Katikati Town Centre Plan guides development with upgrades to streets, pedestrian access, carparking, and public spaces.	Green stickers: 1 Orange stickers: 3 Red stickers: 4

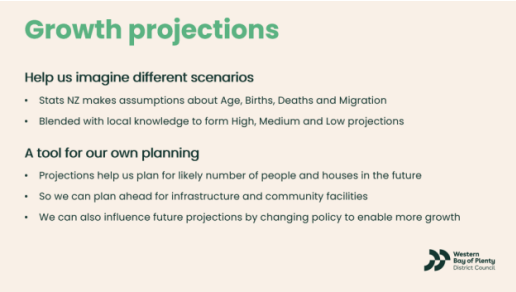
Industrial and post-harvest areas support the local economy, with future planning ensuring capacity and flexibility to meet growth, changing market demands, and community needs.	Green stickers: 3 Orange stickers: 3 Red stickers: 1
Additional comments made: • Town Plan doesn't reflect the community's aspirations • Narrow spectrum and limited choices for business expansion • More industrial • Main road in town cut off – back to front • Built heritage is limited	

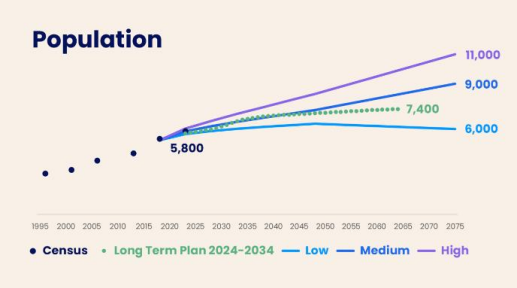
Additional comments received during session 1

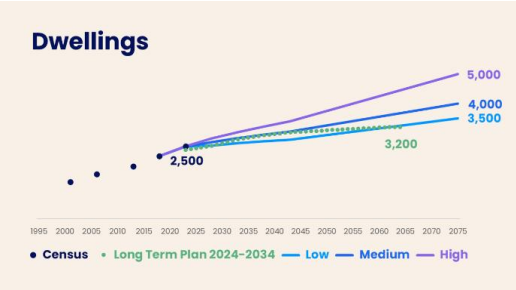
- Community research: Marae felt alienated from the town and there hasn't been progress since then. Goal is to create more engagement with the marae and that there has been healthy engagement in part but struggled in the past. Success stories are happening but there are still felt to be stuck in the 1950-1960's. There is a generational gap and needing to release the legacy and acknowledge the past regarding colonization and land confiscation.
- Resilience: Te Tiriti – current government is moving things too quickly and there are different political views.

Session 2 – Constraints Mapping and Community Infrastructure

Sharing population projections







Comments that were received from participants during the growth projections presentation:

- There are two farm areas (An orchard on Tetley Road and a dairy farm on Park Road) that are currently zoned residential and are ideal for housing, but these aren't being developed. How would this affect the projections if they could be developed? Staff advised from a study in 2017 that the dairy farm on Park Road could be developed into around 555 houses at 15 per hectare. The orchard on Tetley Road was of a similar size. Although not mentioned at the meeting, it is important to note that more houses per hectare would be possible. The participants agreed that these are ideal locations for development but there was concern about congestion and traffic access to the town centre.
- The participants were reminded that a spatial planning exercise can only indicate where development should be located at a strategic and high level and the likes of zoning land, selecting exact boundaries and adding rules would still require a district plan change.
- A participant questions whether Council can push back on central government regarding growth e.g., central government wants high growth in the area, but can Council push back and say no, no further development?

No go/no more

What do you think? How do you feel about these? Are they no-go?
Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?

Coastal Erosion

- Who is responsible for mapping coastal erosion? Plants release pressure to redirect the water. Preparing and protection.
- Management of harbour (speed and boat limits) to protect land.
- Protect to maintain and strengthen, not to develop. No housing unless it strengthens the area.
- Coastal erosion an issue on northern end of the harbour.
- Mixed views on coastal erosion of Tutaetaka. View that this should be managed by Tangata Whenua.
- Agree with coastal erosion map that this is no-go.

Ecological Features

- Keep protecting, researching and adding to the sites. Grow these.
- The biggest and longest coastal corridor in the Bay of Plenty – makes it too expensive to do anything like spraying.
- Is Yeoman Walkway a wetland?
- Margin around coastal areas should be no-go for development but need to be able to manage things like pest plants etc.
- Need to look at other areas of ecological protection to protect and enhance the habitats and have connection to nature.

Landscape Features

- Agree with no-go as need to protect outstanding landscape feature around the harbour edge.
- The width of margin around the harbour seems reasonable.
- Rivers should be included in protection as landscape feature.

- Help protect and enhance the environment generally.
- Should ban white shade cloth from being used in areas towards the Kaimai Ranges.
- View that coastal visual landscape feature should be narrower and that the current feature is too wide and limits development.
- Could increase value of the land and still maintain visual amenity with some planning restrictions and design rules.

Go carefully – Archaeological sites (and no-go Cultural Heritage features)

How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development? Is this aligned with the values and priorities of the community?

- Important that all archaeological sites are recorded.
- Continue to allow growth through engagement with the appropriate people.
- Don't agree with some of the archaeological sites and note that information should be taken with a grain of salt. Proceed with caution.
- Work around the site, check what the reason for it being an archaeological site is, but note there will be significant costs involved.
- Development okay with the hapū's blessing.
- Some archaeological sites have already been bulldozed – should these still be recognised as an archaeological site?
- There is fewer cultural heritage sites compare to Waihī Beach.
- Quicksand areas where bones used to be placed out the back of Katikati – Ngai Tamawhariua.
- Is the reserve at the end of Park Road of cultural significance?
- Maintaining access and giving some cultural protection to site on the coastline below Beach Road.
- Further down on Sharp Road should be an archaeological site as there is a battleground there.

Go carefully – All other maps

What do you think? How do you feel about these? Are they go-carefully? How can we best align the need for development with community values and priorities while considering these constraints?

Land Elevation

- Some of New Zealand's most cherished properties are built in the hills – maybe develop towards the hills.
- High land brings more security.
- Flatter areas to the east of the township has potential but with caution because of Uretara Stream risk of flooding.
- We should allow development in the hills.
- Worthwhile looking at development in the hills. Surprising how many houses are

already in the hills.
- What's the cost to develop here? Upfront, long term and ecological costs?
- Connections to town from hilly areas are important.
- Importance of connection to existing urban areas when developing in elevated areas without hazards. Some increased density areas should be considered.

Highly productive land
- We should try to protect our highly productive land. We must eat and it's income generation.
- The hilly areas may be less practical from an infrastructure perspective, but it means that highly productive land is able to be protected.
- If we need to protect the best LUC Class 2 land for climate change effects, is it better to have housing or agriculture?

Hazardous activities and industries list (HAIL sites)
- Identification as a HAIL site does not mean the soil is contaminated but rather requires testing.

Coastal Inundation
- No specific comments captured in relation to coastal inundation.

Flooding
- Who manages the stopbank along the Uretara Stream? There is planting taking place in the floodway.
- The existing SH2 bridge in town has been subject to flooding.

Liquefaction
- No specific comments captured in relation to liquefaction. However, staff advised that liquefaction maps were based on a 1-in-500-year earthquake shaking event.

Tsunami
- Some people are prepared to take on the risk to live in a desirable place, e.g., living next to the coast/lakes/rivers.

General comments related to natural hazards:
- Need to weigh up a 1 in 500-year risk with the need for more zoned land close to town.
- Some building/engineering solutions can mitigate the 'go-carefully' issues in areas which could be subject to flooding, coastal inundation and liquefaction.
- Future risk and vulnerability to the environment if we build in some of these areas.
- Can add to the amenity value by using some of these areas, subject to natural hazards for open space.
- Need to have some limitations to the use of 'go-carefully' land to ensure we have more resilience for both future land and houses.
- What style of house is suitable to improve the resilience of the land? E.g., houses on stilts in flooding areas or otherwise do we raise the ground level with earthworks? For liquefaction areas we would build on concrete pads.
- Risk posed to potential future landowners by insurance and mortgage industry for areas that are subject to known hazards and whether we should take this into

account before choosing or avoiding areas for development.
- Land becomes devalued when hazard maps are released which may be based on incomplete information.

General comments

- More opportunities for business if we intensify rather than sprawl.
- Concern about spreading out too far. Some intensification in the right places would be good.
- Importance of access and other amenities when living in higher density areas.
- Katikati is an affordable option with a great lifestyle within commutable distance to Tauranga.
- Need to provide for more affordable housing opportunities.
- There is scope for coordination between business owners to address the affordability issue. For example, Woolworths and fuel stations are more expensive than elsewhere in New Zealand. If all business owners can coordinate their profit margins, then living in Katikati could be more affordable.
- Are kiwifruit and avocados still going to be what Katikati relies on in 2055?
- There is potential for Kaimai Ranges and harbour to be drawcards/money generators.
- Katikati should be a destination town for activities – close to Auckland and Hamilton for visitors.
- Importance of access and connection between the different urban areas when State Highway 2 divides the town.
- Consider using the existing industrial zoned land on Tetley Road for housing and move the industrial areas to the other side of State Highway 2.

Session debrief

Comments that were received from participants during the session debrief:

- It appears that there are a couple of landowners who are unwilling to develop their farm properties (Tetley Road and Park Road) which is creating an issue as housing cannot be developed in the most sensible place. As participants of the Community Ideas Forum, how do they communicate this with their communities when they are acquaintances of these landowners? There are opportunities, but they are currently inaccessible.
- The maps all have great information, but they are generic maps from desktop data. There is concern that people will create new rules for land use using this "generic" information. For example, a participant commented that his LIM report shows a flood layer over his property, but he lives on a ridge line. There were comments that we need to be careful about how these issues are addressed. How do we balance the information on the maps through desktop assessments and local knowledge?
- There was discussion regarding how much information is too much – too much detail vs too little detail. Is too much information overwhelming or does the community require all the information? There was a suggestion to use a constraints map showing all constraints layered (like the giant illustrated constraints map) and then could click further to see more details layers.

- We need to protect our coastline and make it resilient – no more housing in coastal areas. It's going to cost more for development to put the infrastructure into other areas, but long term it's better to protect the coastal areas.

Notes from "Parking Lot"

- Identify land desired for future use and development and have a flag system that is raised (for staff) when development proposals come before Council.
- Participants are interested to know how contaminated HAIL sites are.

Session 3 – Housing, Social Infrastructure and Open Spaces

Housing

What did you learn from pre-reading?

- There is high number of 1 or 2 person households.
- The amount of 'spare capacity' (number of bedrooms that are empty).
- Surprised that 1-bedroom houses have been developed because they are not financially feasible.
- Cost of new builds is so high, making downsizing difficult and there is limited gain financially.
- There is still a very low percentage of 1 and 2 bedroom units.
- Weekly rental costs are very high.
- Confirmation of the population – didn't expect it was as high as it is.
- High occupation rate.
- Community housing scheme needs to be more present within the community.
- Rural properties are more susceptible to requiring renovations due to drug use by tenants.

What is working well in terms of housing for your whole community?

- Abbeyfield is doing a great job at providing accommodation for the community.
- Good to see housing being built on smaller lot sizes.
- The higher density developments seem to have high occupancy rates, and they are kept tidy by tenants.
- Occupancy rates are high.
- There are good retirement living options for those on higher incomes before reaching retirement.
- The affordable rental options for elderly have taken a leap forward through developments such as Abbeyfield, Council's elder housing and RSA.
- Katikati has a lot to offer families such as friends, schools, movies, supermarkets, and activities. There are a lot of marriage break ups that result in parents moving to Katikati as it is more affordable.
- We have a pathway with increasing levels of care for the elderly as they move through different stages in later life.
- The elderly that live here have good access to services which makes it attractive for people to live here.
- House prices in Katikati are lower than other nearby areas such as Waihī Beach.
- We are getting a wider range of housing options available.

- People are moving from Waihī Beach to Katikati because there are more rentals available.
- The elder housing development has been a success.
- Proximity to Tauranga.
- People are attracted to moving here.
- High owner occupancy rates.
- Reasonably good access to a major hospital in Tauranga.

What would you wish for regarding housing in your community? I wish…
Where did you see potential issues, we need to flag now? How to…

Sustainable Living	Number of votes
I wish for environmentally prioritised higher density housing.	4
How to ensure future homes are smart and resilient to protect our environment?	3
How to ensure that development doesn't turn into undesirable areas over time?	3
I wish that we have smart permaculture/ecotowns with buildings in intelligent areas and quality builds.	2
I wish houses enabled better re-use and recycling of resources such as grey water and stormwater.	2
I wish we have housing that's inspiring to other areas because of its sustainability and ecological benefits.	1
I wish we have housing that reflects our stunning visual nature.	1
I wish we have more geothermal energy utilisation in housing.	1
How to ensure new builds are constructed in a way that's safe for the environment.	1

Planning and delivering the housing that the community needs	Number of votes
I wish to cater for the younger generation.	3
I wish we have housing that better matches the needs of our community.	3
I wish that care is suitable to those with dementia and affordable.	1
How to ensure housing is accessible for all ages?	1
I wish housing is sympathetic to the ageing population.	1

Intensification and mixed use	Number of votes
I wish we have creative thinking about mixed use of spaces such as housing, social spaces, green spaces and commercial areas.	7
How to enable work and live in the same buildings – mixed use.	3
I wish we have mixed use of housing but built to a good standard e.g., the Marshall Road units could be more attractive.	1
I wish for more intensive development but with greenspaces around it and access to services.	0

Amenity and social outcomes	Number of votes
I wish for a peaceful town centre without the constant noise of trucks.	7
I wish we have a clear 'theme' for our town housing.	3

I wish we have a fun, vibrant place to socialise and meet.	3
I wish for topographically diverse housing – not all built on flat land.	3
I wish for homes in a development not to all look the same.	0
How to understand where the safe areas are for housing when you are new to Katikati and don't know the neighbourhoods?	0
How to provide a sense of space in higher density areas?	0
I wish we have useful transport/public transport options for any new larger developments.	0

Economic development	**Number of votes**
I wish for a more attractive economic environment to attract the younger demographic to live in Katikati.	5
How to enable higher income within Katikati to be able to sustain a mortgage and get a foot in the door for housing?	2
How to create more jobs for people?	2
How to increase incomes for local people to help them afford housing?	1
How to get a stable workforce or orchard pickers/workers that enables further RSE housing and social outcomes?	0
How to manage the cost of living to ensure there's money for housing. It's more expensive to live in Katikati than elsewhere?	0
How to make it easier for people to access better quality housing when rental costs and bonds are high?	0

Increasing rates of home ownership	**Number of votes**
How to enable rent-to-buy developments and unlock appropriate bonds?	3
How to create more rent-to-buy schemes to enable more stable lifestyles?	2
How to increase owner occupied homes in new high density builds?	2
How to establish certainty when it comes to rent-to-buy housing options?	0

Efficient use of land and capital	**Number of votes**
I wish for housing in the hills to the west.	3
I wish we can speed up the release of land for both housing and employment and make it more affordable to develop.	2
I wish we have better use of our existing housing – asset recycling.	2
I wish we recycle the capital that's currently locked up in our local housing market.	2
How to encourage Council to reduce barriers to those wanting to subdivide or downsize on their own properties.	2
How to facilitate subdividing properties for the elderly who struggle to finance that?	1
How to provide bridging finance to elderly on NZ Superannuation to enable them to downsize?	1
I wish we have more housing developed on the eastern side of the town.	1

I wish we make it economic to develop 1-bedroom homes.	0
I wish we have more subdivisions to unlock more housing opportunities.	0
How to enable downsizing value vs need expectations?	0
How to resolve higher prices/unaffordable housing?	0

Social Infrastructure and Open Spaces

What parts of the current social infrastructure and open space network work well?

- Waitekohekohe Reserve.
- A&P Showgrounds/Uretara Domain – beautiful old trees and a good space for events.
- Library and community hub.
- Tanners Point has been enhanced with a jetty, boat ramp and pétanque.
- Arts Junction/Gallery/Information Centre is busy with lots on offer.
- Park Road Reserve is well used with its location by the water.
- Tuapiro Beach is well used with picnics, dog walkers, horses, freedom campers and marine studies students.
- Skate Park at Moore Park (improvements are coming).
- Cycleway and walkway along Uretara Stream and beyond.
- The waterhole at MacMillan Road.
- The playground at the primary school is well used.
- Katikati has lots of beautiful natural features.
- The Dave Hume Pool is well used (with improvements underway).
- The number of clubs and interest groups is high with lots of variety.
- Well serviced with a medical centre still being in town and accessible.
- Closeness and ease of access to the Kaimais.
- Haiku Pathway is close to town and has multi-use options.
- Easy access to the beach.
- The community centre does lots to support community members.
- Walkways and cycleways are more connected, which is an improvement.
- Good beach walkways.
- Moore Park is well used.
- There is a good choice of cafes.
- Community Centre – Poutama is getting recognised for better education.
- Variety of childcare centres/kindergarten.
- The rugby club works well.
- The whole of Moore Park works well – the expansion has been good.
- The walkways along Uretara Stream and other areas with water and esplanade.
- The walks/coastal/river margins are good.
- Arts Junction is good. A good cluster of social and event space and people work there cohesively.
- Volunteer fire service.
- Community Health Trust – Has GP beds to stay overnight.
- Arts Junction, Museum and Memorial Hall – all attract good people.
- Good GP and respite beds available for those who need it.
- There is plenty of space at Moore Park for different sports codes so there is less pressure for space.
- Haiku Park for walking, concerts and other events.

- New St Johns with lots of volunteers.
- Memorial Centre is always in use, which is good.
- The social heart of Katikati should be Moore Park.
- Moore Park is full at the weekends.
- Sports clubs are utilising what is available in Katikati – Bowls, football etc.
- The toilets at Diggelmann Park are a well looked after facility.
- Waitekohekohe Reserve is a success (although more work is needed on the tracks).

How can we make our community spaces better connected?
After collecting their comments participants voted for their highest priority.

High priority:

- Katikati is already a 10-minute town. We need to better promote this and how easy it is to get around.
- Safer crossings are required.
- Encourage increased cycling with bicycle stands in the town centre.
- Better signposting to make it more obvious what's on offer and where for people passing through town.
- Lack of amenities for places to hold a catered meeting for Lions, Rotary etc.
- Town centre is not conducive to socializing or lingering.
- Walkways are needed to connect the coastal tracks to create a loop.
- Haiku Park needs improved/obvious connections, so people know how to enter.
- Moore Park needs more netball, pump tramp and other sports and playground options.
- Connect Waitekohekohe to the regional park.
- The District Plan should recognise future connections and is consistently worked on when opportunities arise.
- Connections around Moore Park need to be improved.

Other:

- State Highway 2 needs to be safer for mobility scooters and those who have difficulty crossing the State Highway through the town centre. Traffic should be diverted.
- Access to the reserve on Sharp Road could be improved.
- We need to develop further with more walkways and cycleways that are separate from the roads and have more connections.
- The area around the Haiku Pathway could be better utilised.
- Wider footpaths so mobility scooters can pass each other.
- A nice place to dance at night (beyond the Talisman Hotel) that caters to different ages.
- Clubs and groups should be connected to share governance requirements to avoid going out of existence with declining volunteer numbers.
- Cyclists know where to go but how do casual walkers and visitors know where to go?
- A local town shuttle to help with access, especially across State Highway 2.
- There is no connection between Te Rereatukahia Marae or Tuapiro Marae and the town centre.
- Need more community venues to take the pressure off the overused existing venues.
- Wider footpaths should be standard to facilitate access for mobility scooters

17

throughout the town centre and walkways.
- Walkways aren't utilised as they aren't known. Marketing is required.

What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 50 years?
After collecting their comments participants voted on their high priority gaps.

High priority:
- Moore Park is totally underutilised. It needs a basketball court, BBQs and a pump track.
- We need more and better playgrounds, e.g., playground at Hamilton Lake with innovative play features.
- Smaller shuttle buses to enable better connections to other locations.
- Designing our networks to remove barriers for wheelchair users, prams, mobility scooters etc.
- We need more toilet facilities that are well looked after.
- A 'theme' for the town that we can be proud of and reflects the history of the Ulster Irish settlement – Not the Avocado capital of NZ or NZ's Mural Town.

Other:
- No flying foxes in town!
- Medical centre that's open 24/7.
- Delicatessen like Te Puna and Waihī Beach.
- Transport options such as electric train or tram into Tauranga.
- A ferry service from Ōmokoroa to Tauranga.
- We live in such a beautiful harbour but it's underutilised.
- Specialist care for dementia.
- Much more could be made of the view and usage of the area next to Uretara Stream.
- Initiatives to better engage youth e.g., places to gather.
- There are no WINZ or Heartland offices here. There is a big demand locally, but people need to travel to Tauranga which can be difficult.
- A new medical hub utilising specialists and nurse practitioners to triage.
- Need another park – Moore Park won't be enough.
- Bypass is needed to fix the town centre and make it a more desirable place to spend time, gather and socialize.
- Netball and hard courts.
- Sports fields need to be increased.
- More options for food shopping – this is currently limited.
- Lack of connection to the community centre. The laneways are lacking.
- See and enjoy the viewshafts. The places in town should reflect the natural features and landscape.
- There is an educational and physical gap regarding waste management.
- Shared pathways for mobility scooters.
- More medical facilities are required such as medical imaging and dental.
- Connecting to the Waihi to Tauranga cycleway through Katikati.
- There is a gap in walkways and how they connect.
- Food security – more Kai gardens.
- Waste management – more recycling, green waste, inorganic and food waste.
- Rehabilitate Chudleigh wetland and turn it into a tourist attraction. Bring the birds

back.
- Are there enough schools? Highschools? Will we have enough growth to sustain new schools?
- A town that doesn't turn its back to the river – open the view and utilise the river.
- Everything is within a walkable distance.
- Steep pathway from the town centre down to Haiku Park puts people off using it.
- The rugby club should become a sports and recreation centre.
- Businesses utilising Patuki Manawa is poor, but there is high use for after school programmes.
- We need to utilise Uretara Stream better.
- Better access and utilisation of the boat ramp.
- Spaces that cater to different age groups.
- The playground at Levley Reserve isn't used – repurpose this space.

Is there anything missing in the social infrastructure and open space maps that we need to indicate before taking this to the wider community?

- Medical centre.
- Movie theatre.
- Galleries and museums.
- Dog exercise area at Donegal.
- Nudist campground.
- Historical sites.

Session 4 – Bulk Infrastructure and Zoning

Bulk Infrastructure

What do you think is working well in terms of Bulk Infrastructure in your community now?

- Stormwater.
- Most of the roading.
- Wastewater Treatment Plant (only currently).
- Water supply is working well – quality and quantity.
- Roundabouts are working well.
- Water out of the taps is clean and reasonably reliable.
- Wastewater Treatment Plant is working well, but issues with the outfall.
- Power supply is significantly improved and more resilient.
- Wastewater upgrade is good.
- Library and hall facilities work very well.
- Mostly the stormwater network is working well and there is limited flooding after heavy rain events.
- Internet connectivity has been working well since the fibre rolled out.
- Traffic lights are a good commuter crossing.
- Water systems and stormwater systems are working well.
- Hard to know what is working now as we don't have that detailed information.
- Good green space and upgrade of the swimming pool.

As we move into 2055, what bulk infrastructure do we need to accommodate growth?

- Need to remove the traffic lights in town to speed up traffic (after a bypass has been built).
- Perhaps need more traffic lights to allow for safer crossing of State Highway 2 (if there is no bypass).
- Minimum standards for roads built in developments which are better than today's standards.
- The outfall pipe being replaced with sufficient capacity to accommodate the future population.
- Aged care and retirement opportunities that meet the population's needs.
- Provision for schools – more of them will be required with an increased population.
- If there are more people we will need more public toilets.
- Currently development is not focusing on community – e.g., a vibrant community. They are only focusing on development along State Highway 2.
- Currently not focused enough on strategy and planning.
- Town Centre developed to encourage commercial development around the town centre.
- Public transport to encourage autonomous transport e.g., clearer road markings.
- Improved local road connections to State Highway 2, with increased capacity for increased traffic volumes.
- Industrial zones have been built to enable job growth.
- The bypass has been built and is functioning well.
- Thinking outside the square – being smarter and dealing with our waste by using examples from overseas.
- Autonomous vehicles and being accessible to Katikati.
- Investment in good public transport within the town and to Tauranga.
- Green spaces are more family friendly with something to do.
- Stormwater infrastructure capacity needs to be sufficient for the whole catchment to connect.
- Ensure infrastructure addresses increased need from smaller section sizes.
- Need to develop the town centre, rather than a ribbon. Enhanced vibrancy.
- Much greater provision for retail space, within a functioning town centre.
- Current bridges are at risk for flooding and tsunami.
- Need a second supermarket.
- Lively bustling town centre that is vibrant with social activities.
- A career focused hub.
- Industrial vision.
- More accommodation options for agricultural workers.
- Thinking about the types of people we aim to attract.
- Light commercial land.
- New first home buyer options.
- Industrial land with private incentives.
- Think about Port of Tauranga e.g., exporters, innovators, robotics.

Zoning

What is working well in terms of zoning to support what the community needs now?

- Good provision of industrial zone land but it needs to be activated.
- Shewsbury and Middlebrook are good examples. They're close to town with a good road design and makes good use of the area.

- Separation between residential, rural and industrial uses.
- Medium density zone being close to town and reserves.
- Highfields is working well – it looks nice, but transport isn't working well.

Where do you feel there are issues related to zoning?

- Not much uptake in medium density zone.
- The dairy farm has been zoned residential for some time but has not been developed due to owners' preference.
- Industrial areas at northern entrance to Katikati feel disjointed. There is potential to regenerate the land into open space.
- Industrial zones are too close to residential e.g., container park.
- Beach Road is not being used for housing.
- Park Road is unavailable for housing.
- Connections are not there from the outer parts of town e.g., Wills Road and Tetley Road.
- More medium density zones – Beach Road and Park Road to become medium density.
- Education zone.

Create your thoughts about what the zoning map should look like working towards 2055.

In small groups of 3 people and a staff member, participants were instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Katikati should look like for 2055.

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map.
- Think about what types of zones are needed in the future and suitable locations.

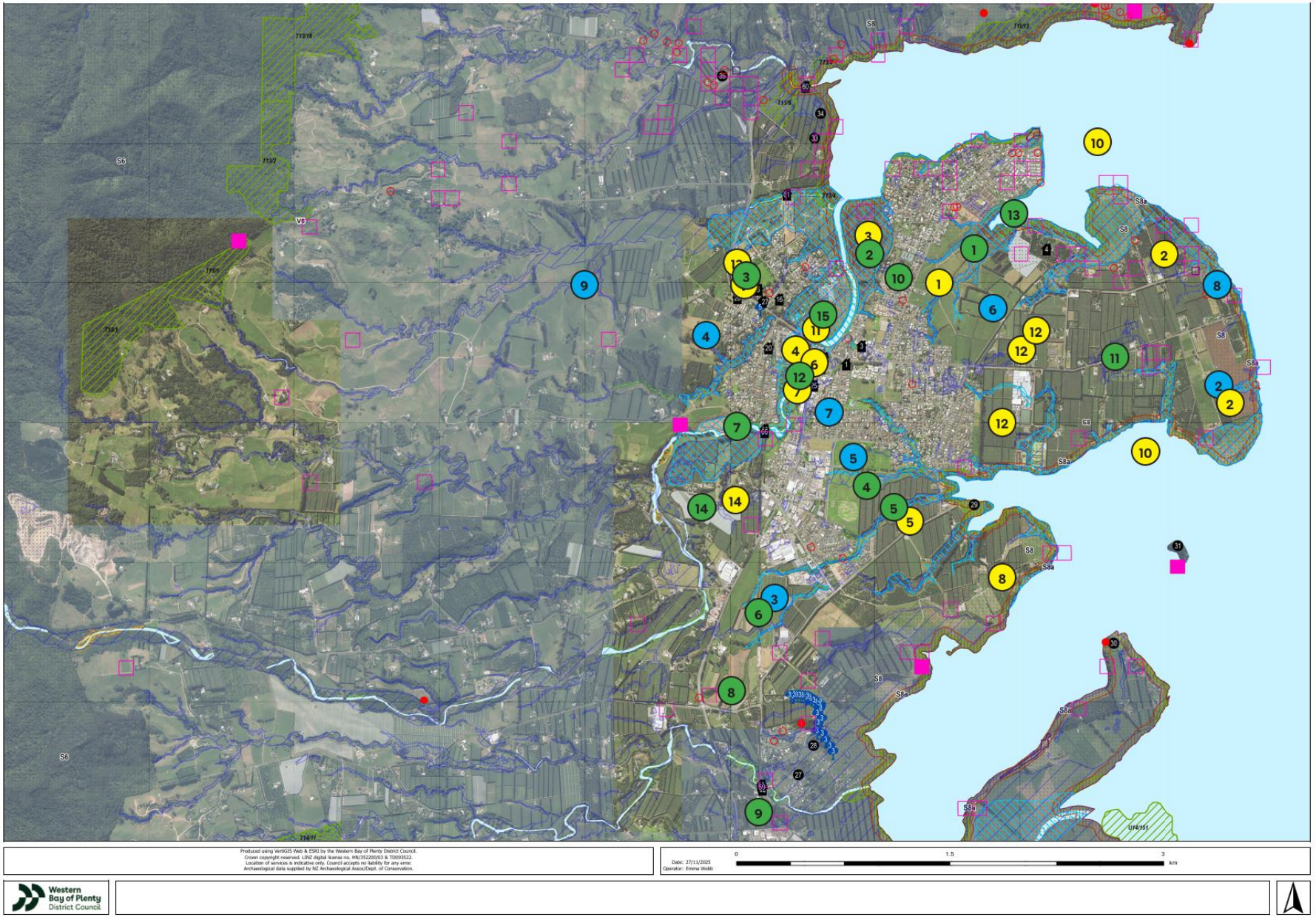

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Table 1: Green dots

1	Significant wetland. This should be open space and link around the foreshore/esplanade for recreational access.
2	State Highway and local road stormwater directed through Claudley wetland.
3	Consider rezoning to medium density housing. It is close to the showgrounds, has open space and is walkable to town.
4	Need future expansion of Moore Park and additional active reserve/sports field.
5	Future residential area next to Moore Park with good road access around the existing ring roads.
6	Rezone to residential and mixed use commercial.
7	Bypass.
8	Light industrial.
9	Industrial area next to the existing timbermill.
10	Extend the medium density zone along Fairview, Beach and Park Roads, and along the western side of Main Road town to Henry Road intersection.
11	Highly productive land and subject to tsunami risk. There are too many limitations to be considered for change in land use.
12	Re-orient the town centre to face the river. This would create a new, thriving and vibrant town centre once the bypass has been built.
13	Walkway crossing to protect the significant wetland.
14	The area adjacent to Stewart Vesey Reserve should be a light industrial area. The bypass will join to State Highway 2 adjacent to this. Include a walkway adjacent where Uretara Stream joins to town.
15	Designate an infill area behind the stopbank to the top of the stopbank to provide housing development. Swaps quarry over burden and dredge the harbour.

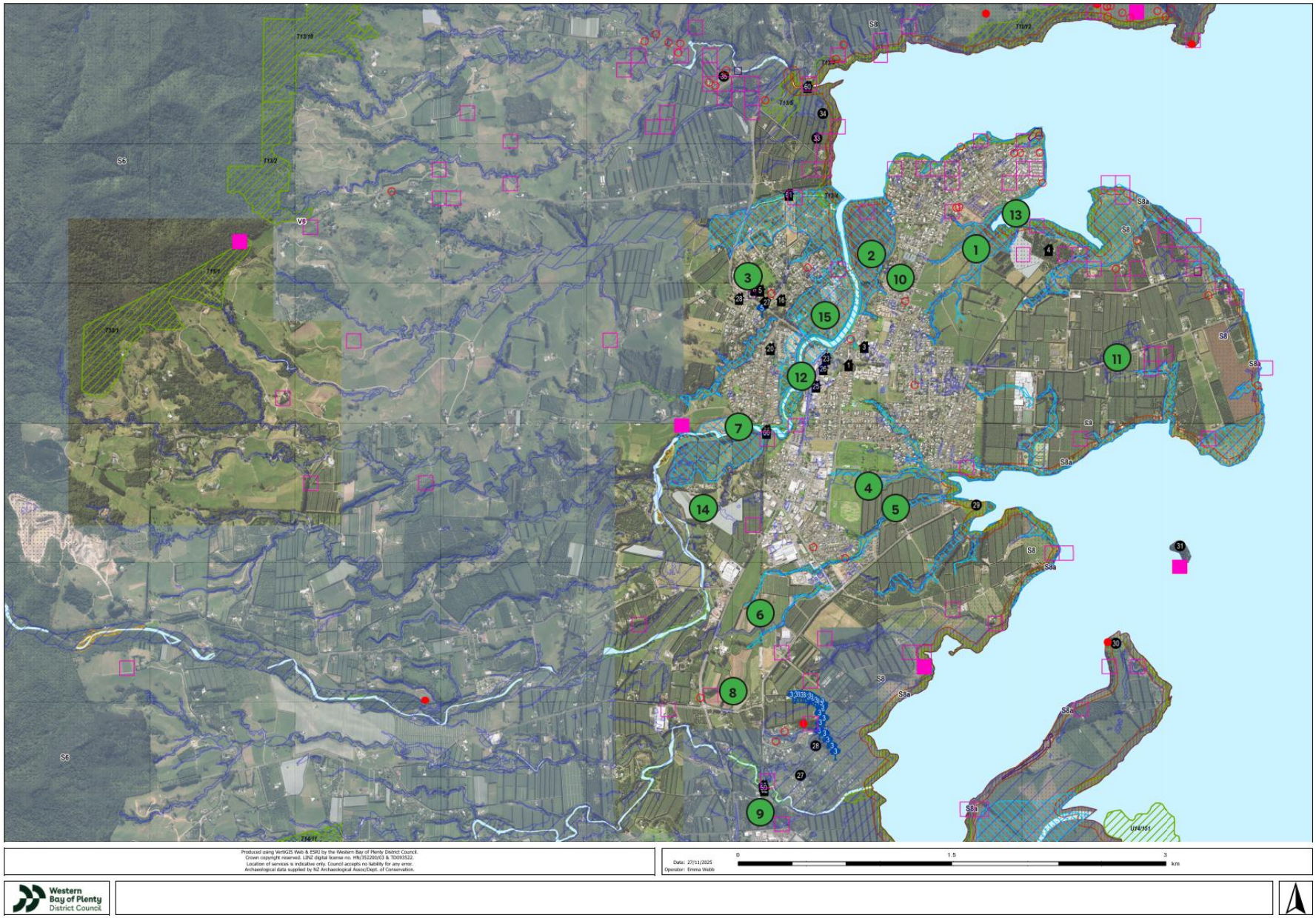

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Table 2: Yellow dots

1	New town centre with village feel.
2	New green space, reserve or wildlife park.
3	Yeoman wetland protected as a reserve.
4	Gravel pit turned into a car park or freedom camping location, facing the river with access to restaurants, food and retail.
5	Future retirement village space.
6	New town centre.
7	Hospitality land overlooking the river.
8	Change to residential zoning.
9	Heritage space merging into Uretara Domain.
10	Tourism opportunity – cycle and wine tours with gelato.
11	Gelato ice cream.
12	Possible generation 4 residential.
13	Enhanced entrance to Katikati – Northern gateway to Bay of Plenty
14	Light industrial
Additional comment: Marae and cultural areas to become a zoning rather than a feature.	

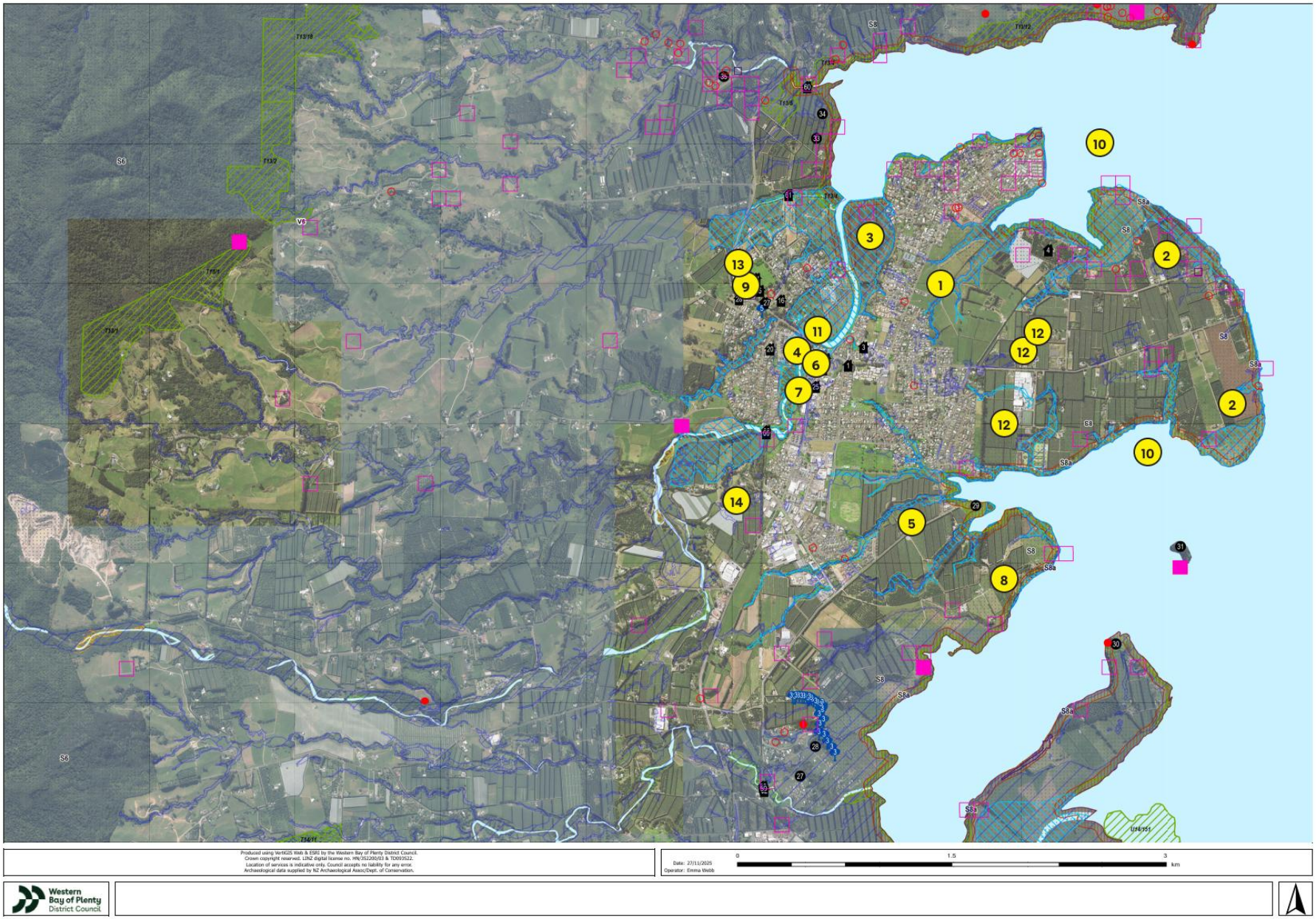
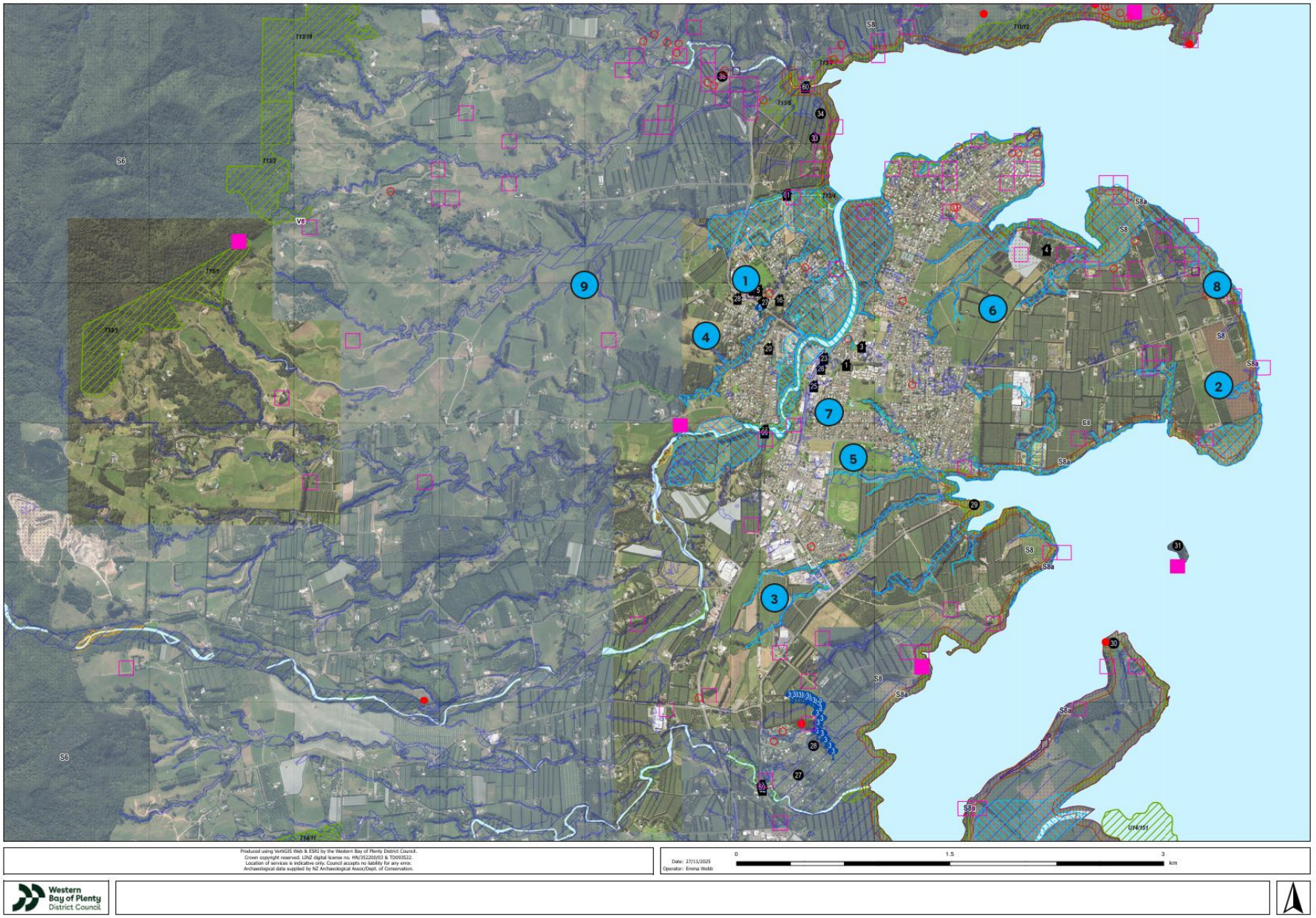

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Table 3: Blue dots

1	Not zoned industrial land.
2	Potential to be rezoned to residential land.
3	Possible ways to develop industrial areas with less upfront capital expense – Council to assist.
4	Residential zone and capture the views of the landscape. Design developments within the landscape and provide a range of housing choices.
5	Expand into the kiwifruit – Council to buy some land and expand into this area with reserves but keep as one space as a hub.
6	Expand into further residential land.
7	Could the medium density zone change to mixed use commercial zone with shops at the bottom and living/housing on the first floor?
8	Beach and boat ramp to be developed and include green space.
9	Lifestyle zone because of the expansive views.


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Mā tō tātou takiwā
For our District

Community Ideas Forum – Te Puna and Minden

Session Notes

Western Bay of Plenty District Council

Western Bay of Plenty District Council | Te Kaunihera a rohe mai i Ngā Kuri-a-Whārei ki Otamarakau ki te Uru

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Western Bay of Plenty District Council | Te Kaunihera a rohe mai i Ngā Kuri-a-Whārei ki Otamarakau ki te Uru

Our task for creating the Te Puna and Minden Spatial Plan

"To make a place future generations will thank you for"

Overview of session dates and areas of focus

- Session 1 – Introductions, Cultural Context, Thinking about 2055
  Thursday 6 November 2025
  3.30-6.30pm
- Session 2: Constraints mapping / Big infrastructure
  Friday 14 November 2025
  3.30-5.30pm
- Session 3: Housing / Social infrastructure
  Monday 24 November 2025
  3.30-5.30pm
- Session 4: Zoning and land use
  Friday 12 December 2025
  3.30-5.30pm

Session 1 – Introductions and Cultural Context

How we'll work together

- Respecting the tupuna as a kaupapa
- Mokopuna
- Walk forward as we look to the past
- Debate the ideas, not the person
- We all want the best for our community
- No idea is a dumb idea
- Listen with respect

What are the benefits of the Community Ideas Forums?

- Hearing from my neighbors
- Subway
- There are incredible people sitting here with extensive knowledge
- Meeting new people and acquaintances
- Focus on making decisions for mokopuna
- Hearing a diversity of views
- A forum where we have Council here – trust and transparent

Where might there be gaps/issues/concerns – Things you want to make sure we keep in mind

1. How to capture the voices of teenagers who will be raising families here in 30 years?
2. How to hold different (and sometimes compelling) priorities/goals in tension and manage the trade offs?
3. Is there enough diversity of community representation in the group?
4. How to ensure we are fully heard, and the ideas are being actioned?
5. Making sure as well as having diversity of people – but only during specific times – making sure times are available for everyone
6. Cultural comfort – making sure there is a comfortable space for diversity of iwi representation
7. How do we create 'real' spatial plans whilst ignoring current major impacts and issues?
8. How to represent community sentiment and provide ideas that have wide appeal?
9. Disclosure.
10. How to protect the environment?
11. How to involve and engage the elderly?
12. The impact of now – How are we going to achieve work around with honesty?
13. How to consistently reframe "constraints" as opportunities?
14. Aotearoa circle natural capital regional resilience – How do we incorporate land use change because of climate change?
15. How to ensure voices are heard while not reinventing the wheel (Te Puna Plan 2007 & 2017)? Make sure voices are reflected.

16. How to entrench and not forget the histories and stories of both the tangata whenua, māori, pakeha and migrants.
17. How do you ensure there is enough diversity of views and demographics within the forum?
18. How to be mindful of costs?
19. How to engage with the rest of the community once the draft spatial plan is out for consultation?

Looking into the future – Te Puna and Minden in 2055

You are celebrating the awesome Te Puna and Minden community you have created. What is happening? What are you celebrating? How does the Te Puna and Minden community look in 2055?

Community / people

- Community/people understand cultural history and sense of place
- The unique cultural identity of Te Puna is celebrated and widely understood
- A resilient community with strong social infrastructure
- Celebrating all history
- See and hear the reo in our community
- Social community: infrastructure that celebrates the area such as high ropes, waka ama and fruit picking
- Māori people, our marae, our culture, flourishing in Te Puna on our whenua

Housing / built form

- Hamlets vs wholesale houses = NOT
- Te Puna Village is a gathering place. More third spaces
- Greater focus on affordable and inter-generational housing
- Village hub feeling
- Self-sustainable as much as possible so not as reliant on Council – off the grid living
- Decent community surrounded by residential
- Houses to be part of the environment
- Keep Te Puna values = not as much housing
- Te Puna community is well served with fit for purpose housing, typographies, social and support services and amenities.
- Not high density
- Targeted, not widespread urbanisation
- Houses that match the landscape

How we move around

- Strong connections between Minden and Te Puna corridors and strong sense of place
- We have a range of transport options from cycling, walking, bridle trails, and mobility scooters to connect the community
- More of connection between Minden and Te Puna
- Station Road becomes something unique
- Better public transport
- Walkways and cycleways through the area along the Wairoa River
- Designated public transport lanes and infrastructure

Landscape / whenua

- Clean and green
- Rivers are fenced off and planted out
- Flying is driving
- Use the waterways and gullies
- The landscape retains the current rural, green and biodiverse corridors from the mountains to the sea
- Ecological corridors – kaka flight path – ki uta ki tai te rangituanehu te kakao te awanui
- Having Te Wairoa as a swimmable area full of kai
- Environmentally smarter
- Recycling water and develop/utilise a black water and grey water system
- How we will provide kai gardens to offset the cost of living
- Green spaces
- The ridgeline isn't dominated by housing

Other

- Zero waste and no landfills
- WBOPDC says what they do and does what they say

Baseline report – Identifying key areas of focus

Topic 1 – Climate Change and Natural Hazards

Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
Climate change is putting increasing pressure on the District's coastal environment, community safety, and infrastructure.	Green stickers: 6 Orange stickers: 1 Red stickers: 0
Significant and potential impacts include increased temperature, changes in rainfall, dryness and drought, extreme weather, sea level rise, groundwater rise and salinity stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding.	Green stickers: 4 Orange stickers: 2 Red stickers: 0
Through climate change impacts, the area may experience coastal erosion and inundation, sea level rise and rainfall induced flooding along the coastline and on low-lying sections of State Highway 2.	Green stickers: 3 Orange stickers: 3 Red stickers: 0
Orchards are likely to be exposed to increasing temperatures and reduced winter chill impacting on budbreak and fruit maturity.	Green stickers: 2 Orange stickers: 4 Red stickers: 0
Te Puna is at risk from natural hazards such as land instability, flooding, coastal erosion and inundation, tsunami and liquefaction. Whereas the Minden is at risk from land instability, flooding and liquefaction. These are natural hazards to consider when planning for growth, infrastructure and emergency management.	Green stickers: 5 Orange stickers: 2 Red stickers: 0

Additional comments made: • Climate change might lead to a change in what's grown on the land. • Higher quality soil will still be there for use on other crops/plants. • Change in species resulting from altered water source. • Storm impacts need protection from high winds and building design factors on the ridgeline. • Erosion issues resulting from dredging of Te Awanui by the Port, are any Urupa/land uses at risk? Will dredging increase erosion? • Need to make affordable solutions around climate change (instead of rates rises). • Have a plan for natural hazards and impacts of those on our kaumatua.

Topic 2 – People, Community & Social Infrastructure

Topic point from Baseline Report	Green = Agree Orange = Neutral Red = Disagree
The combined population of the area was 5,391 in 2023 – Te Puna with 3,024 and Minden with 2,365. Resulting in growth of 3% for Te Puna and 11% for Minden since 2018.	Green stickers: 5 Orange stickers: 0 Red stickers: 0
The median age in Te Puna increased from 46 to 48 years between 2013 and 2023, while Minden's median age decreased from 47 to 44 years over the same period. In 2023, 21% of Te Puna's population and 19% of Minden's population were aged over 65.	Green stickers: 4 Orange stickers: 1 Red stickers: 0
Minden shows a younger age profile, with more children aged 0-14 years, and more adults aged 30-49 years, representing the higher number of families in the area, while Te Puna has a slightly older aging population.	Green stickers: 4 Orange stickers: 0 Red stickers: 0
Ethnic composition in Te Puna and Minden is predominately European and Māori. Minden has a higher European population at 91% and a lower Māori population at 13%, while Te Puna has 77% European and 30% Māori. Other ethnicities are low, with Asian and Pacific populations each at 3%.	Green stickers: 4 Orange stickers: 0 Red stickers: 0
The majority of households in Te Puna and Minden are one-family dwellings, Minden at 76% and Te Puna at 71%. Home ownership is also higher in Minden at 83%, compared with 76% in Te Puna.	Green stickers: 3 Orange stickers: 2 Red stickers: 0
Community facilities include the Te Puna Memorial Hall, marae, churches, Te Puna Community Centre, Hauora, Waipuna Hospice and Te Puna Primary School. Te Puna Quarry Park, Minden lookout, shared paths and walkways, and local reserves provide important recreational and social spaces.	Green stickers: 3 Orange stickers: 2 Red stickers: 0
In 2017, the 2007 Te Puna Community Plan was updated. It is a 10-year plan led by local initiatives and it draws heavily on information gathered from numerous community engagements and on the research and deep cultural context provided in the Pirirākau Hapū Management Plan.	Green stickers: 4 Orange stickers: 3 Red stickers: 1

Additional comments made: • Multi level homes – building up, not out. • Shared spaces for different purposes, e.g., farmers market like Matakana. • Cultural significance of reserves can be raised up more.

Topic 3 – Housing and Land

Topic point from Baseline Report	Green = Agree Orange = Neutral Red = Disagree
Te Puna and Minden have a reputation of large houses with vast property sizes. Due to their proximity to Tauranga City, Te Puna and Minden are closely associated with the Tauranga housing and labour market.	Green stickers: 6 Orange stickers: 2 Red stickers: 0
Between 2017 and 2025, 238 new dwellings were consented and 148 new lots created in Te Puna Minden. Of the new dwellings, 188 were in Minden and 50 were in Te Puna. Of the new lots, 131 were in Minden and 17 were in Te Puna.	Green stickers: 3 Orange stickers: 2 Red stickers: 1
Most new housing has occurred in the Minden Lifestyle Zone, while growth in Te Puna is limited by rural zoning and servicing constraints.	Green stickers: 5 Orange stickers: 0 Red stickers: 1
There is no emergency, transitional, social, elder or community housing in Te Puna or Minden.	Green stickers: 5 Orange stickers: 2 Red stickers: 0
Rental housing makes up 24% of homes in Te Puna and 17% in Minden, with average weekly rents between $600 and $615.	Green stickers: 4 Orange stickers: 1 Red stickers: 1
In Te Puna, future housing opportunities are restricted to minor dwellings and papakāinga on whenua Māori in the rural zone, with further lifestyle subdivision not currently supported.	Green stickers: 4 Orange stickers: 2 Red stickers: 1
The Minden Lifestyle Zone aims to manage rural fragmentation while supporting lifestyle living near existing settlements.	Green stickers: 3 Orange stickers: 1 Red stickers: 1
Additional comments made: • Small holding Kaumatua houses in Te Puna.	

Topic 4 – Infrastructure, Transportation and Designations

Topic point from Baseline Report	Green = Agree Orange = Neutral Red = Disagree
Stormwater management is generally effective due to large rural lots but will become more complex with more housing in the Minden Lifestyle Zone.	Green stickers: 2 Orange stickers: 2 Red stickers: 2
Private stormwater systems have occasionally caused downstream issues in the Minden; future development will need improved stormwater quality and quantity control.	Green stickers: 7 Orange stickers: 0 Red stickers: 0

Water supply capacity is generally reliable, but future growth may require upgrades to storage and network connections to maintain service levels.	Green stickers: 4 Orange stickers: 1 Red stickers: 2
Te Puna Station Road continues to experience land instability and flooding. The Long-Term Plan 2024-2034 states that the road will continue to remain closed to vehicles subject to future processes.	Green stickers: 4 Orange stickers: 0 Red stickers: 1
The Takitimu North Link (TNL) will bypass Te Puna Village, improve connectivity but changing local traffic patterns and access. Minden Road and SH2 intersections present safety challenges and limited connectivity, to be addressed through future TNL stages.	Green stickers: 2 Orange stickers: 5 Red stickers: 1
Shared pathways provide important walking and cycling connections between Te Puna, Wairoa Bridge and Ōmokoroa, supporting active transport and recreation.	Green stickers: 6 Orange stickers: 2 Red stickers: 0
Designations set aside the use of land, schools, utilities and transport corridors, aligning infrastructure provision with future spatial planning.	Green stickers: 2 Orange stickers: 3 Red stickers: 0
Additional comments made: • Compliance monitoring for private stormwater soakage and wastewater is poor. There can still be residual effects even from lifestyle development. • Stormwater will be treated prior to discharge. Being creative to set out other uses. • Have missed off resourced business, e.g., highway to sea, Snodgrass Road, infact through Te Puna in general. • Hamlet level treatment of water and holistic water management. Hamlet level water supply and self sufficiency. • TNL is an opportunity to improve access. • Walking access from Te Puna side of Wairoa Rive to Wairoa Marae and independent public transport (don't stop one for the other). • Discharge to land preferred with no discharge to Wairoa River without filtering through wetlands.	

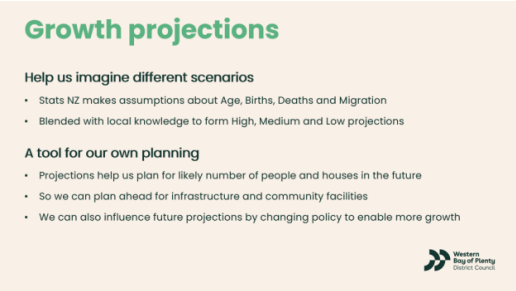
Topic 5 – Economic Overview and Future Growth

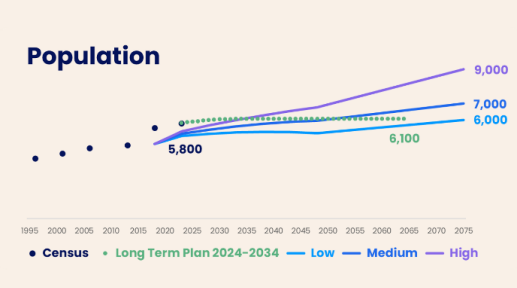
Topic point from Baseline Report	**Green = Agree** **Orange = Neutral** **Red = Disagree**
The Te Puna-Minden economy is driven by horticulture and small business activity, supported by proximity to Tauranga City.	Green stickers: 3 Orange stickers: 4 Red stickers: 2
From 2002 and 2024, agricultural land has declined from 2,565 ha to 2,131 ha, while horticultural land has increased from 602 ha to 609 ha.	Green stickers: 4 Orange stickers: 1 Red stickers: 2
The kiwifruit industry is a key local employer and economic driver, with post-harvest and supporting operations providing local jobs and sustaining the areas rural economy.	Green stickers: 2 Orange stickers: 4 Red stickers: 1
Te Puna Village serves as a commercial hub for the local community, offering retail, services, and hospitality businesses along SH2.	Green stickers: 4 Orange stickers: 0 Red stickers: 2

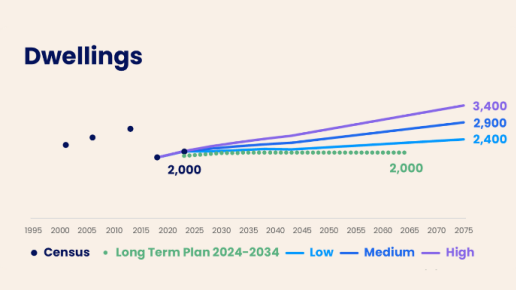
The Te Puna Business Park remains largely undeveloped but is zoned to provide future employment opportunities subject to requirements to improve access.	Green stickers: 0 Orange stickers: 1 Red stickers: 6
Future planning must balance economic growth with rural character and environmental values, consistent with the SmartGrowth Strategy 2024-2074.	Green stickers: 6 Orange stickers: 2 Red stickers: 0
Additional comments made: • Right business, right place! • Growing kiwifruit will change in time to offer sub tropical fruits. We shouldn't just replace with housing as a result. • Proximity to Tauranga somewhat challenged now due to traffic volumes. • Kiwifruit is only a small part of the local economy, driven by imported labour.	

Session 2 – Constraints Mapping and Community Infrastructure

Sharing population projections







Comments that were received from participants during the growth projections presentation:

- Participants requested clarification on how the upcoming NES for Granny Flats will affect these projections. The population of the area and number of dwellings may increase, but the number of lots won't be changing as property owners aren't required to subdivide for the second dwelling.
- Participants questioned the integrity of the population data from the 2018 Census. Chloe advised that there was a low response rate for Māori however the 2023 Census was improved as Census staff were sent out into the communities where lower responses were received. The 2018 Census statistics were also adjusted.
- Participants questioned whether projections are ever tested – For example, do we look back 10 years ago at what was projected to determine if the projections were accurate?
- There was concern among the participants that projections show 300 additional people allowed for in LTP projections, but there are no additional dwellings. Chloe advised that the figures shown in the projections have been rounded up/down to allow for easy reading. It was noted in this conversation that there is still potential for new dwellings in the Minden Lifestyle Zone as well as people subdividing their properties.
- Some participants did not agree with the high growth projections. Central Government has indicated high growth for urban areas, however participants agree that Te Puna and Minden are not urban areas so therefore we shouldn't be planning for high growth.
- Participants questioned what the structure plan currently allows for? Where are we at currently with how many additional lots/dwellings are possible? Based on early

projections, we assume an additional 250 lots may still be possible.

- Participants questioned what would happen with consents once Tauranga Northern Link (TNL) Stage 1 and 2 have been completed. It was advised that Council could start granting non-complying activity with approval from NZTA. A plan change would still be required in the future to make activities permitted.

No go/no more

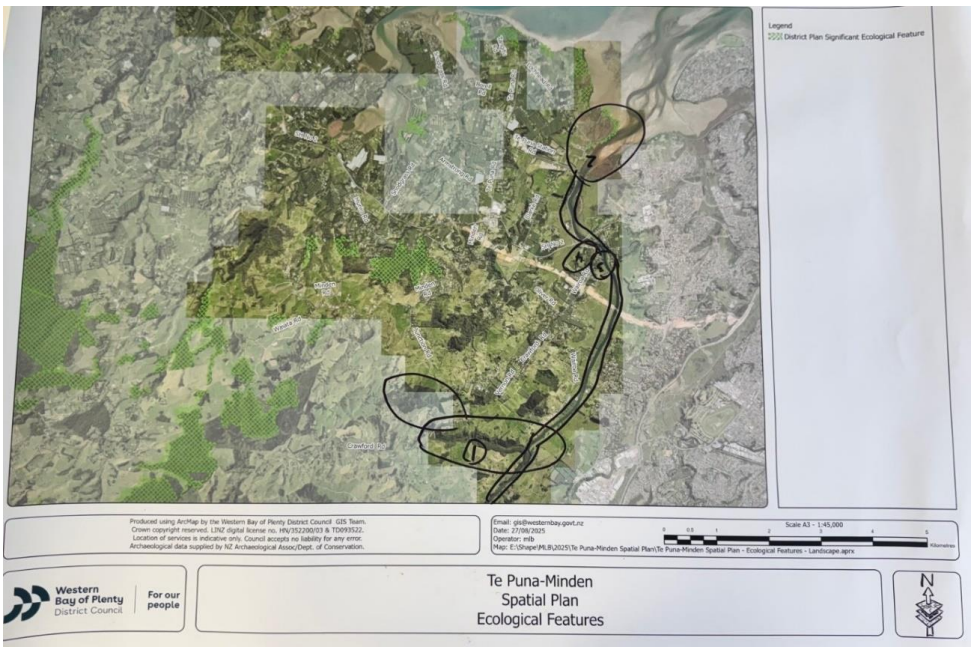
What do you think? How do you feel about these? Are they no-go?
Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?

Coastal Erosion

- Effects on old landfills and urupa.
- Coastal erosion including Wairoa River at the harbour with massive erosion along the banks.
- Maps should show the potential retreat line and elevation/cliffs.
- Protect the urupa.
- Coastal erosion sites should be no-go, e.g., Maungatapu. We can't fight nature.

Ecological Features

- Recognise the protected wetland Ruangāngōra Creek (see point 1 on the map below).
- Recognise the significance of the entrance of the Wairoa River – (see point 2 on the map below).
- Recognise Te Pura – inside the river – where the Taniwha is – big deep hole (see point 3 on the map below).
- Gully full of mokomoko lizards – leave untouched (see point 4 on the map below).
- Greater protection of the esplanade is needed as well as protection of the river as a whole, a Wairoa River Strategy between all of the relevant parties.
- Bird flight paths are important.



Landscape Features

- No mangroves.
- Return the flounder.
- Purify the water.
- Stop the silting mangroves.
- Sandy beaches have become wetlands. It would be good to get beaches again.
- Te Puna West took out the mangroves then flounder returned.
- Don't prioritise trees over viewshafts, e.g., gum tree. Trees on private property = no access.
- Go-carefully around Minden Ridge. Development should be sympathetic to design – keep low and blend in with the ridge.
- The whole of Te Puna Station Road should be a feature.
- Prioritise keeping Wairoa River clean – talk to all landowners adjoining the river – retire 30m from river edge.
- Recognise the viewshafts of Mauao, Pokekonui, up the Kaimais and Taniwha.
- Enforcement of landscape features in the rules.
- Ecological features aligned with waterways. Need to see both together to make sense.
- Visual amenity of Minden summit is protected.
- Protection around Te Puna looking back in from the harbour to see natural edge, protect ambience and not a row of houses.

Go carefully – Archaeological sites (and no-go Cultural Heritage features)

How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development? Is this aligned with the values and priorities of the community?

- Tahataharoa and edge of Wairoa River should be no-go.
- Should consider what is discovered through investigation and its significant then consider protection of the site.
- The current approach works okay. Need to understand what's there and manage accordingly. Should be go-carefully.
- Decisions about the approach to NZ Archaeological Association sites needs to be made on the marae by the kaumatua.
- Pukewhanake Pa and Tahataharoa need to be no-go.
- Need to add an archaeological site that has been identified at 297 Station Road.
- Ngāti Pango advised no-go areas should be Pukekonui, Paorangi and Pukewhanake.
- Ngāti Pango seek consultation on TNL Stage 2 Fast-Track application.
- Ropata Karawe (Robert Calloway) from Ngāti Tane is fighting to protect the wetland and archaeological sites.
- Need to be clear on what archaeological sites are important to protect – Te Puna vs Minden.
- Review of heritage schedule is required to include additional significant archaeological sites and enable further protection where appropriate.

Go carefully – All other maps

What do you think? How do you feel about these? Are they go-carefully? How can we best align the need for development with community values and priorities while considering these constraints?

Land Elevation

- Identify and protect the peaks at the Minden summit and set limits around these.
- There are some small pockets at the Minden summit that could be concealed from viewing below and are sympathetic to the landscape.
- Go carefully where its viable. There is an area on Minden Road (harbour side) just past the lookout that's reasonable (above 200m).
- Developing the hills in Minden would be a good use of non-horticultural land with good views. Development wouldn't be too intensive.
- Some good areas to consider for development in the corridors between State Highway 2 and TNL, as well as Junction Road and Wairoa. This could create a village feel.
- Consider development that would add to the existing Te Puna West, or around the Te Puna Road/SH2 Junction area.
- Focus more on development on flatter land, but there needs to be a balance.
- Areas above 200m should be go-carefully as need to be mindful of effects on the land 'down the hill' in Te Puna.
- Areas above 200m can be developed as long as they are serviced on site and funded entirely by the landowner, not other ratepayers.
- Self servicing infrastructure options are required to make any development above 200m permissible. This should be go-carefully.
- Protect the summit, but this area should be go-carefully as onsite infrastructure allows and ecological values enable.

Land Instability

- There are issues with groundwater causing instability, and this should be avoided particularly in Minden. This should be go-carefully.
- In certain circumstances this can be treated as go-carefully (no comments on what the circumstances should be).
- Go-carefully in the Minden area as it's compromised land.
- The increase of development in the Minden area would have affected the water table and stability. The stability areas need to be rechecked.
- Geotechnical reports should inform which areas could be addressed through practical engineering.
- The Minden stability areas should be revisited to check they are still geotechnically fit for purpose.
- The areas around Wallace Road and Snodgrass Road need to be stabilised and protected.
- It is cheaper to put protections in place now than to buy out properties later.
- Do not fill in the valleys. Utilise the natural 'skills' of the land.
- The principles don't change but the locations might. Intensive development in the Minden isn't acceptable, but some development is okay.
- Instability areas in Minden should be go-carefully. Mitigations/solutions can be engineered.

- Tidal embankments are affected by the tide, and the wind will continue to erode if they are not addressed. Need solutions like those seen in Waihī Beach.
- Land instability mapping needed for all of Te Puna.
- Updated geotechnical models are required for Minden stability areas to ensure they are still fit for purpose.
- Need to ensure there is still natural seepage so not many downstream effects.
- Setbacks should be applied to the stability areas at the end of Snodgrass Road.

Highly productive land

- What is the definition of productive land/productive soils?
- Don't agree with the class of soil. There are soils all over the whenua that grow incredibly well.
- Keep the land and class it to protect the whenua to enable kai to be reestablished. Te Puna is known for the kai.
- WBOPDC should acquire land for kai gardens/maramataka spaces and to maximise the people to kai ratio.
- Need to have conversations around gardens and reserving the land. Speak to landowners to protect the land.
- A filtered landscape place where the landscape can breathe and produce kai for all people.
- What are the gaps?
- Unsure why roads like Clarke Road are not marked as LUC land?
- Increase the class soil.
- LUC3 land is low lying and shouldn't be developed to begin with. Realistic analysis of the soil is required.
- Grow rice paddocks in the lower lying areas that flood.
- The whenua/landscape needs to reflect the history that once was – protection – a breathing landscape.
- The gully in, and near, the Borrell land should be rated as something different.
- There are pockets of productivity. Climate change places will be declining. Protect the productive pockets.
- Make any future development sympathetic to the land.
- The land in Te Puna is squeezed and needs to be viewed as tapu.
- How accurate are the soil maps? The mapping is outdated and needs to be updated.
- The greenbelt between two urban areas.
- Cannot tell the difference between soil when each area of land has the same level of productivity.

Hazardous activities and industries list (HAIL sites)

- Importance to know what is in the soil to stop the consumer from consuming toxic food. The land is becoming the food basket and needs to be tested.
- Houses are being extended and built on some unsuitable land.
- Comfortable with HAIL sites to remain as go-carefully.
- HAIL sites are overreached and there should be free decision making. It should be go-carefully.
- Older homes and farms have land where cow sheds may have been used in the past and the land would now be toxic due to animal carcass or dumping but these haven't been identified.

- HAIL should be used as a guide – protecting future owners of the land and their insurance.
- Orchards to be developed – most of the contamination comes from post-harvest activities. We need to be considerate to protect people's health.
- The labelling/ zoning of the HAIL sites are adding a devalue to the land due to the number of tests needed for the site. The cost on developers goes up to develop the land due to the status of the HAIL. Council needs to have more of a clearer understanding of where the land is contaminated. Further research needs to be done so that its not onerous on the landowners.
- There are ways around a HAIL site like the land being moved to other areas where soil won't be exposed to people.
- Ability for the landscape and soil to regenerate itself.
- HAIL sites are starting points and are not tested. Whenua has regenerated itself and doesn't apply to vegetation.
- Te Rangitunuku to maximise ecological outcomes and desire for the whenua to become the heart of Hauora/health.
- Utilise HAIL sites to become landscape/whenua/ecological connectivity and become the green space connections between urban areas.
- More testing is required for a lot of the land in upper Minden.
- In 30 years, there will be different ways to regenerate the soil, if we know the HAIL sites exist.

Coastal Inundation

- Coastal inundation, tsunami and liquefaction – step back from go-carefully to no-more.
- Recommend changing low-lying areas that are subject to coastal inundation and liquefaction to no-more.

Flooding

- Wet and low-lying areas without native vegetation or any cultural context don't need to preclude new development.
- The floodplains don't necessarily need to preclude development. We are comfortable with go-carefully but need riparian buffers on streams.
- Does having commercial zones in flood areas open Council up to legal issues because consents were granted?
- No-more in the industrial areas where it will impact the surrounding land e.g., rainfall overflow.
- Utilise these floodable areas for relevant development that requires the water e.g., rice fields.
- Avoid the streams that flood to protect and restore values withing them and downstream.

Liquefaction

- Coastal inundation, tsunami and liquefaction – step back from go-carefully to no-more.
- Yellow areas on the liquefaction map should all be no-go.
- There are higher costs to develop in this area so we shouldn't be developing. It should be left to other uses/opportunities.
- Liquefaction in the low-lying areas should be no-go.
- Best to leave liquefaction areas as no-go as they are often swamp land.

- Concern over vibration from the new TNL and if this may cause liquefaction effects.
- There is high ground water in this area, does this increase the liquefaction risk? Take caution.
- No-go! It is too risky with costs to ratepayers if something goes wrong.
- Take precaution in the 'undetermined' area.

Tsunami

- Coastal inundation, tsunami and liquefaction – step back from go-carefully to no-more.
- If people want to build and are willing to take on the risks, then allow them to develop.
- Not worth the risk. Will insurance cover damages or will ratepayers have to cover the costs?
- Do not encourage development but can do so at landowner's risk.
- Utilise stop banks to protect the Wairoa River from overflowing and protect landowners.

General comments related to natural hazards:

- From a Civil Defence perspective, all natural hazard areas should be no-go.
- Should all be no-go areas. The weather is changing and worsening, and it feels like a 1 in 100-year event is happening more frequently.
- Opportunity to turn these areas in a greenbelt.
- Use the waterways and riparian planting as no-more areas to allow for stormwater, flooding, ecology, recreational and cultural areas.
- Hakao, Oturu and Te Puna Streams should be no-go. Use setbacks that provide for ecological corridors with public access.
- These are Kākā flight corridors – Ki uta ki tai streams.
- Whare heritage schedule places exist – larger buffer.
- Should all be no-more to preserve existing development.
- The land can be worked with through modifications to enable development.
- There is not enough housing and population pressure in the area to require development into these areas.
- Would prefer to see all maps overlaid rather than individual maps as struggling to visualise.
- Let the wetlands revert instead of letting people farm them.

General comments:

- Ensure houses built in new areas are sympathetic to the environment – location, colour, materials etc.
- We should be more permissive to additional homes on existing titles to better enable intergenerational living.
- Use the corridors and enhance planting to connect areas.
- Would like to see rural residential zoning along Te Puna Road up to approximately Te Puna Station Road. This should be go-carefully.
- Climate change and sea level rise should be factored into stormwater systems.
- Be more innovative as to how and where stormwater is treated before being discharged.
- Stormwater needs natural filtration before being discharged into the river.
- There are specific issues related to stormwater and foul water because of concentrated houses on Minden Road, near the curve by Dawn View.

- Adding Papakāinga and the ability for kaumatua for living.
- State Highway designations should be reflected in the maps. Add in land parcels that are retained and which wetlands, gullies are kept/reinstated.

Session debrief

Comments that were received from participants during the session debrief:

- A participant questioned whether the wetlands have always been a no-go. Tony advised that it depends if it's been identified in the district plan. If it's identified and protected, then it can't be developed. Even if it hasn't been identified, we'd expect that developers wouldn't want to develop in these areas, and they would require a consent to go ahead.
- A participant questioned what is required to define a significant ecological feature? It was advised that approximately 30 years ago when the district plan was notified an ecologist indicated significant ecological features based on best knowledge at the time. These haven't been updated for approximately 15 years so they might have been changed or more need to be added.
- Can we use rules to protect no-go areas that include excellent ecological features and would be a good place to utilise connections and open spaces?
- Does Council take into consideration how a development effects runoff, stormwater, wastewater and ecology? A participant notes that there are areas in Te Puna where this doesn't seem to be considered.
- A representative of Pirirakau would like the context of the Regional Deal to be included in the discussion of this spatial plan. She advises that Pirirakau has been pushing back on the identification of Te Puna as an urban growth area in SmartGrowth and wants to ensure voices are captured as they are represented here in the Community Ideas Forums.
- Requesting more information ahead of the next session – more detail rather than saying 'next session will be focused on housing and social infrastructure'. Participants want to know the actual questions so they can discuss them with their community prior to the session so they can also bring other people's opinions into the session.

How can we be constructive in going out to the community with this information?

- We need to be very clear on no-go areas and the balance of if we do go, what the cost involved would be.
- Have we done enough consultation with the schools? Make sure we connect. This is for their future.
- Concern on reaching the elderly and diverse community and how they can be involved.
- Requested a heat map around the natural hazards showing that they drive the no-go zones and clearly explain the concept. This is only one piece of a puzzle for how we decide where housing and development should go.
- Similar to the heat map, a green map should be used to show ecological and wetland areas.

Session 3 – Housing, Social Infrastructure and Open Spaces

Housing

What did you learn that you didn't know?

- It is interesting to learn that 51% of housing is individuals and couples, but Te Puna and Minden have high majority of larger 4–5-bedroom homes.
- There are still a lot of families in Te Puna.
- There are a lot of couples.
- Rents are quite high.
- More affordable to live in Te Puna compared to Tauranga.
- Over half of the households are people living alone or couples.
- The median house price is high so we would expect more services such as public transport.
- We need to be careful to tell the story of the future.
- Te Puna is an aging population but the age demographic in Minden is decreasing.
- Maintain productive land but provide opportunities to downsize and stay in Te Puna.

What is working well in terms of housing for your whole community?

- There is a mixture of dwelling types available.
- Variety of choice of different size sections.
- There are no excess houses and a good standard of housing.
- Like Te Puna as it currently is.
- Can't put urban housing next to rural lifestyle due to the nature of rural life. The placement of housing needs to be well thought through.
- People want to live within Te Puna and have enough rural land to maintain the lifestyle and grow food.
- Space for decentralized infrastructure which allows for onsite wastewater.
- Whanau/marae/multigenerational connection to the homestead.
- Papakāinga development.
- The incoming 70m2 dwellings are going to make a difference.
- Available dwellings/size are probably about the right balance. It enables intergenerational living and might shift in the future.
- Having a range of socio-economic circumstances leads to a well-rounded community.
- Large percentage of 4–5-bedroom homes. There is good potential for growth with more families moving into the area.
- Minden Road footpath gives good community connection between houses.

What would you wish for regarding housing in your community? I wish...
Where did you see potential issues, we need to flag now? How to...

Intensification and urban form	Number of votes
No high density or medium density housing.	6
Diversified housing types in higher density villages and papakāinga, well connected by walkways, cycleways and ecological corridors.	4
How to facilitate a community focused shared space and connections at Te Puna Village.	4
How to create a mixture of housing for the future.	0
Housing composition to provide more smaller 2-bedroom elevated dwellings in a village setting (for couples, singles and parents).	0

Papakāinga	Number of votes
How to ensure housing that blends with native biodiversity – think about cultural connection, whakapapa, hau ora, wellbeing and biodiversity corridors.	9
How to make Māori housing happen faster.	2

Amenity and social outcomes	Number of votes
A well designed village: buildings that are built with purpose and enables the community feel.	6
Retain and encourage social connection, reduce loneliness and encourage activity (walking) through connection within and between the village centres.	5
How to handle reverse sensitivity and be careful of village delineation.	1
How to provide more housing without losing the feel of current environment and rural character.	0
I wish for good access and connections for elderly and support services available.	0
Community connection through parks, water play, open spaces, community BBQ's, restoring the natural environment, board walks/paths, toilets, Te Puna Hall.	0

Planning and delivering housing the community needs	Number of votes
How to ensure there is affordable housing for the community when the land is increasing in value.	1
How to have affordable housing (to reduce homelessness and substandard homes) that are connected to social support services.	0
How many houses, small and medium, are currently overcrowded, especially with kids?	0

Economic development	Number of votes
I wish for a thriving village with markets and vibrancy, (like Matakana).	4
I wish for better utilisation of land around the commercial centre - a balance between commercial, open space and community housing.	2

How to achieve a balance between commuters and people who can work locally.	1
How to understand future commercial and retail changes and effectively cater for this.	1

Sustainable living	Number of votes
How to facilitate good quality housing that's sympathetic to the environment and value for money.	4
How to manage waste produced from housing, especially wastewater via septic tanks.	3
Sewerage needs to be sorted if there is further housing developed in Te Puna. The price is currently too expensive.	2
I wish for quality housing that lasts and is resilient to a changing climate.	0

Efficient use of land and capital	Number of votes
How to better leverage partnerships between developers, landowners and council to deliver on the community's vision.	2
How to capture land that might become available in the future?	0
Issues to flag now – No point in building housing without having a clear plan.	0

Infrastructure	Number of votes
How to allow for more housing without creating the need for much more infrastructure.	2
How to ensure there is enough road access and connections to the main routes.	1
Wish for a botanical park.	1
Wish for police and social infrastructure and that enables the village feel and being able to connect to it.	0
Issue of lack of infrastructure to support further growth.	0
How to deal with the now to be able to work through issues for the future.	0

Social Infrastructure and Open Spaces

What parts of the current social infrastructure and open space network work well?

- Maramatanga Park, I'anson Park, Te Puna Quarry Park, Huhurua Park.
- Closure of Te Puna Station Road.
- The shops and hospitality in Te Puna Village.
- Minden / Te Rangituanehe.
- Cidery.
- Te Puna Hub and Hall, Te Puna School and the hall.
- Waituhi Grove.
- Te Puna Catholic Church.
- Footpath to the school, community centre and tennis courts.
- Te Puna Quarry – good open space, walkways, community connection and play areas for children.
- Maramatanga Park – good community connection, sense of belonging and promotion of exercise.

- Good utilisation of cycleways which promotes physical activity and connects locals.
- Ōmokoroa to Tauranga cycleway.
- Minden walkway – but needs to be completed.
- Reserve areas – but they are too isolated.
- Greenway provisions – but incentives need review to increase the uptake.
- Cycleway to incorporate a heritage trail and tourism opportunities.
- Opportunity with Wahi o te Hakao.

What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 50 years?
After collecting their comments participants voted on their high priority gaps.

High priority:

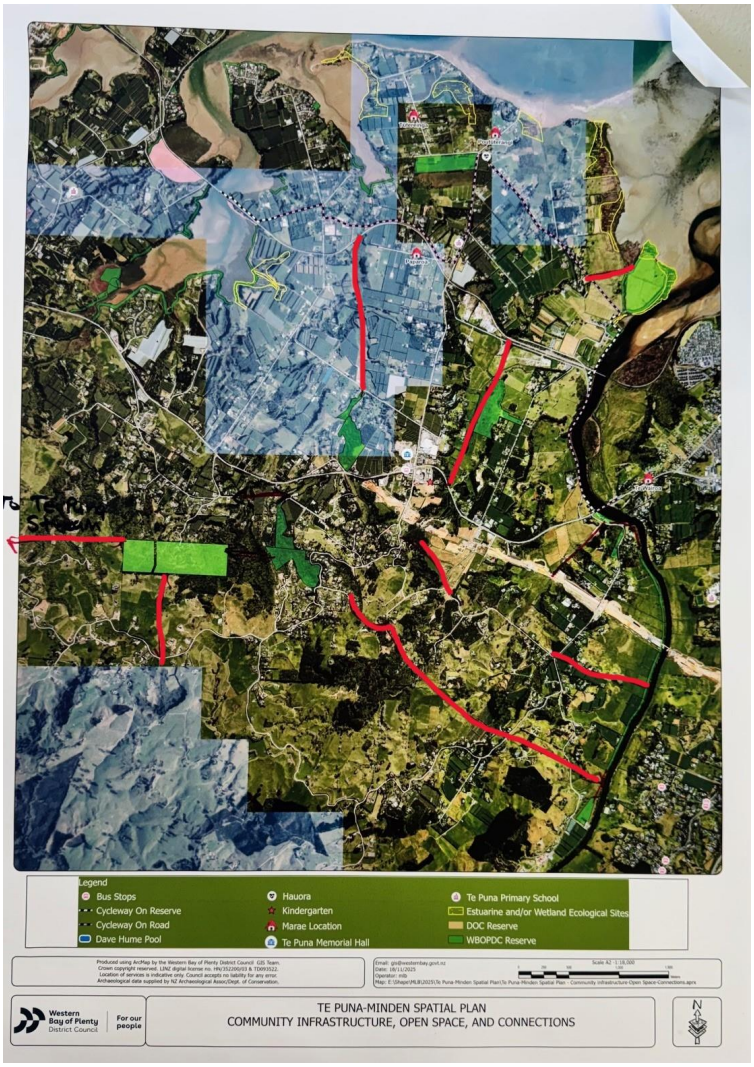
- Community toilets, showers and BBQ/picnic areas with seating are required.
- Café culture and a farmers market.
- Museum and library.
- A bus service with a trusted schedule.
- Te Puna Village – Need more parking, walkways, waterplay, communal BBQ area and outdoor seating.
- Connecting the esplanade along Wairoa River – create native planting to treat the water before entering the river.
- Allow for land acquisition in areas of natural watercourse and double the land area to be used for cycleways.
- Taking care of the Awa.
- Stream corridors as green corridors for walkways and ecological linkages.
- Park or town square in Te Puna Village.

Other:

- No parking at village hub.
- There is no parking at Te Puna Quarry Park in the weekends or over the summer period.
- There are no facilities to buy food or drink at Te Puna Quarry Park.
- Te Puna Hall is an eyesore in the front. It doesn't blend well with the commercial zone in the same proximity.
- There is not enough parking at Te Puna Hall.
- Need to pre-purchase land for infrastructure as a large majority of Te Puna is family owned.
- The roundabout stays.
- Add a bike training route.
- Cinema.
- Dog park.
- Medical/health centre.
- Designate the 'sand spit' on Wairoa Road for public access.
- 500m buffer to increase services at Te Puna and allow for affordable housing.
- Need to complete the Minden walkway.
- Better public transport options.
- Continuation of the TNL cycleway to Ōmokoroa.
- Restrict freedom campers to areas where there is more room e.g., not in Te Puna.
- Walkway along the Wairoa River to link with TNL cycleway.

- Connection between Minden and Te Puna Quarry Park.
- More usage of the amphitheater at Te Puna Quarry Park for theatre and shows.
- Investigate enhancement of existing reserves at Wairoa Bridge e.g., purchase of paddock on western end of the bridge.
- Better connections and opportunities possible for Minden Scenic Reserve.
- James Road connection down to Te Puna Station Road.
- A skyline marker with simple cultural design, like Paimarie on Te Rangituanehu.
- Easement for walkway access to Minden Scenic Reserve through Minden Hills Lane.
- Opportunities for open space, ecological enhancement and gathering/play spaces as part of the village area.
- Make use of streams/eco corridors for linkages and esplanade reserves.
- Access to smaller medical centres and support services, not a large-scale hospital.
- Have access through new culvert by I'anson.
- Better playgrounds and use of pocket areas for creative play spaces.
- Setbacks on Hakao, Oturu and Te Puna streams.

One group of participants indicated on the map below where they think future connections should be added. Their line drawings have been digitally drawn onto the map to make it easier to see.



Session 4 – Bulk Infrastructure and Zoning

Bulk Infrastructure

What do you think is working well in terms of Bulk Infrastructure in your community now?

- We don't hear many complaints about the water supply. I can trust that the water is drinkable and I can flush my toilet.
- Location of local roads is okay, but the conditions and function needs to be improved.
- Communication and community consultation regarding any bulk infrastructure is good.
- Parks, reserves and walkways are good but there is work to be done with greenbelts.

As we move into 2055, what bulk infrastructure do we need to accommodate growth?

- There is concern among participants that this question is asking too much about growth, but there are issues that need to be addressed now for the current population before it grows any further.
- Sewerage needs to be improved and appropriately planned for so that people can come back home. Economic growth will be able to sustain growth.
- Wastewater to avoid discharge to all waterways.
- Take into account cultural and environmental impacts of delivering bulk infrastructure.
- Stop taking and using our māori whenua for growth and infrastructure.
- Protect the awa as a person, as a healing source, as our only awa.
- Local rainwater schemes – rather than each site managing their own a cheaper option would be grey water tanks allowed per property for watering gardens.
- Wastewater on a local scale, rather than per property.
- Affordability is the main concern. There are people currently who can't afford to have water infrastructure. If we grow, who pays for it. Who helps these people.
- Existing stream culverts need relacing with box culverts.
- Water pressure improvements are needed.
- Wastewater is generally treated in ponds and then discharged into the moana. Look at areas for land seepage as part of package before discharge to moana.
- Establish own wastewater treatment plant as urbanisation is occurring.
- Adding sewerage to roading infrastructure.
- Mahi to do with green belts is important.
- Protection of coastal erosion.
- Struggle to see how public transport would work well due to disconnect and widespread homes across the Te Puna Minden area – maybe an opportunity to utilise smaller van public transport like currently being trialled in The Lakes.
- Be careful of productive land and protecting the orchards.
- Need a strategy around future wastewater demand – maybe outside of Te Puna if necessary.
- Underground power to increase resilience and reduce number of power outages during weather events.
- Utilise wetlands to deal with stormwater.

- Look at what opportunities are available to utilise Te Puna spring.
- We need building blocks in place for now to be able to get there.
- More wetlands to better treat stormwater.
- We need to understand where growth is going to occur and define those areas to support the growth.
- Councils collectively need to rethink foul water systems. Better utilisation on site and mandatory requirements.

Zoning

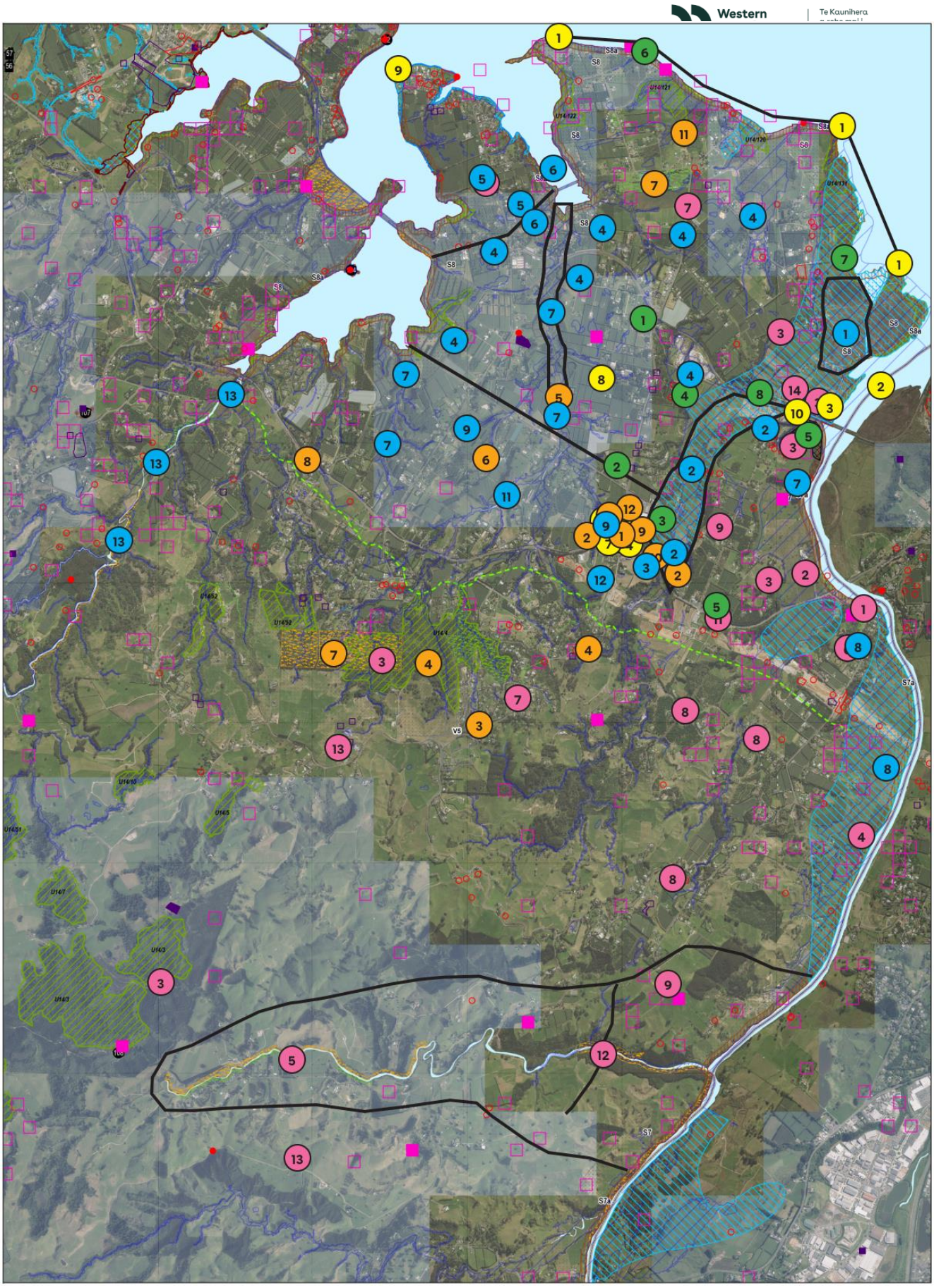
Where do you feel there are issues related to zoning?

- Look at how we can protect māori land through zoning and how to get māori reservation status on land.

Create your thoughts about what the zoning map should look like working towards 2055.

In small groups of 3 people and a staff member, participants were instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Te Puna should look like for 2055.

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map.
- Think about what types of zones are needed in the future and suitable locations.

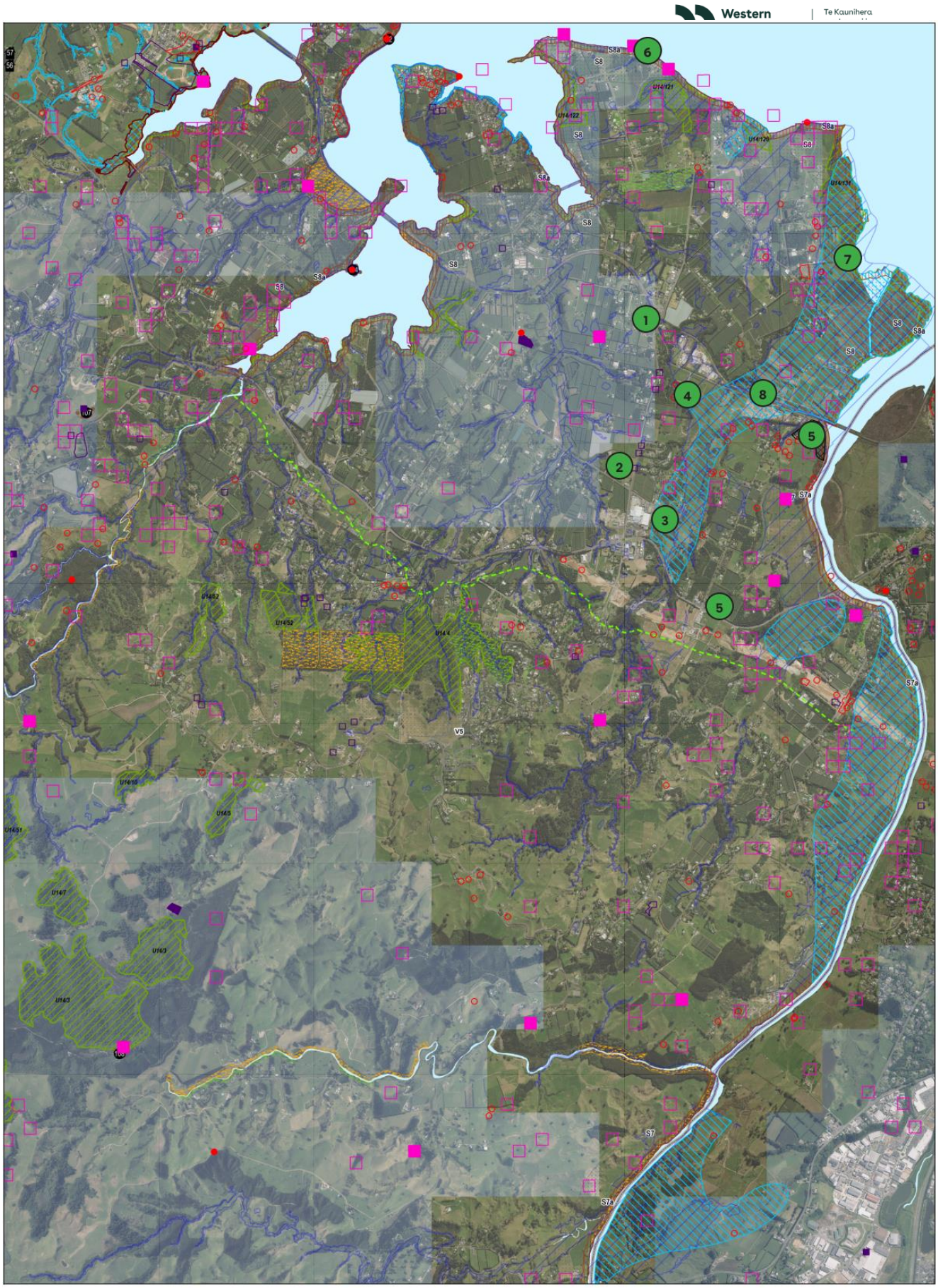


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Table 1: Green dots

1	Rezone to rural
2	Rezone to commercial
3	Rezone to post harvest
4	Can be commercialised to bring down speed limit on the right hand side
5	Reduced speed limit required and widen the road
6	Urupa – need to manage and address coastal erosion
7	Papakāinga options
8	Change from industrial zone as don't need industrial zone in Te Puna. Industrial zones should only be on a main route.



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Table 2: Blue dots

1	Land adjoining Tatataharoa should be open space zone/no go area – aligned to rough area on the map.
2	Hakao basin corridor to be protected – connection to 109 Clarke Road. Realignment of existing State Highway 2 to better enable Hakao flow through box calvert under existing State Highway 2 as part of revocation and funded.
3	Private hospital should contribute to protection and enhance of Hakao.
4	Retain as rural and rural residential (north of the black line drawn).
5	Can enable residential and medium density (north of the black line drawn).
6	Setbacks at Waikaraka Estuary.
7	Oturu – setbacks and ecological improvements and connecting tributaries.
8	Wairoa Awa setbacks.
9	Identify and protect Puna – recognise and identify with small structure or cultural identify information.
10	Te Puna springs – require a private plan change process to enhance community space surround the spring and access to it.
11	Formalise Te Rangituanehi as a name.
12	Potential local business land.
13	Spatial Plan limit – Te Puna Stream.

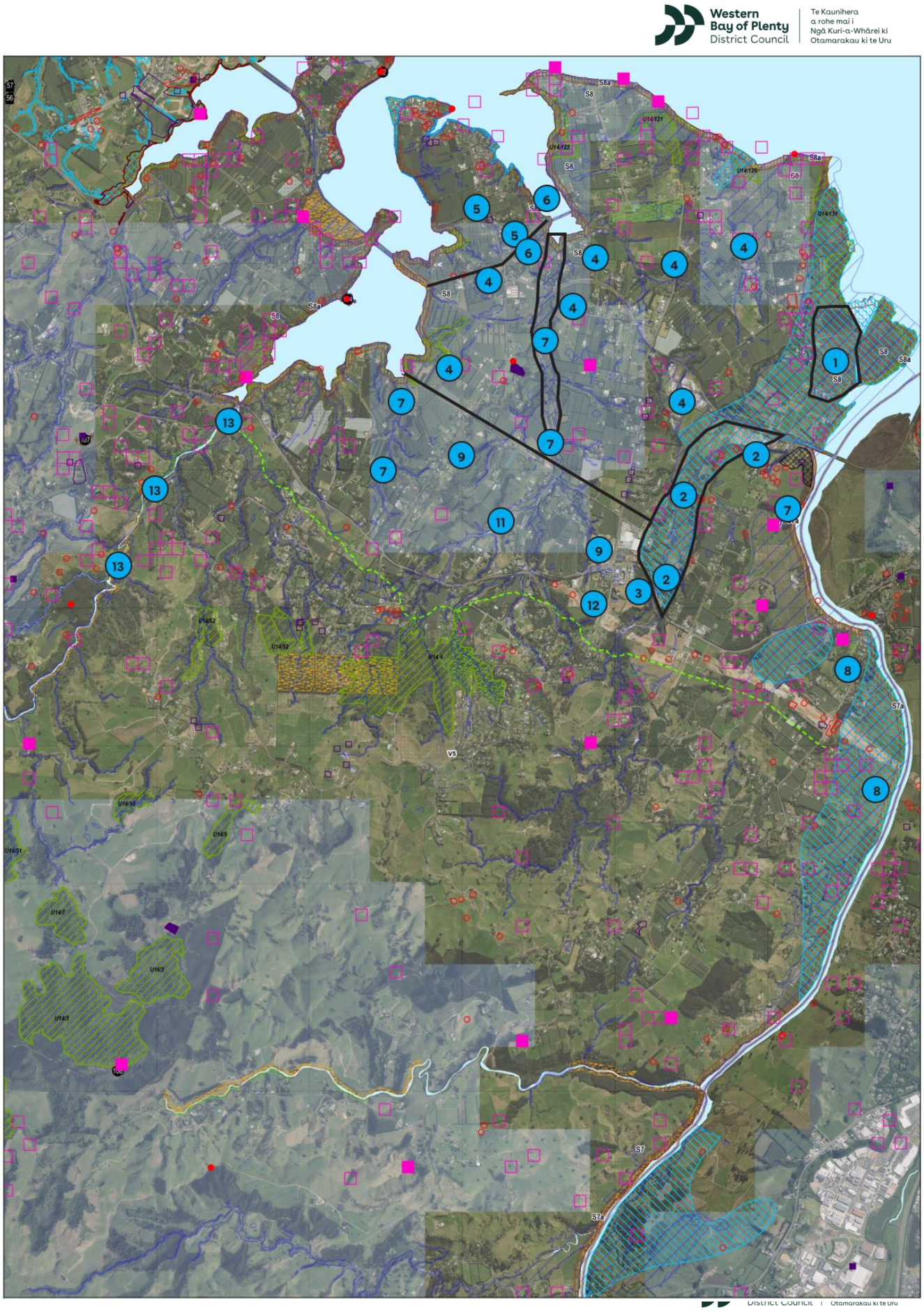

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Table 3: Yellow dots

1	Protect the coast more intensely from erosion. Wind in particular is harsh on this coastline.
2	Create a margin along the river front to allow land to just serve as stormwater drainage to the river.
3	Work to create wetlands and strengthen the land to cater to more stormwater.
4	Expand the commercial zone for more local activities and businesses.
5	The floodable area behind the hall to be converted to a recreational hub.
6	More parking needed in the village.
7	Pedestrian overbridge or underpass.
8	More lifestyle properties in Te Puna.
9	No more freedom camping.
10	Seal more roads (Teihana Road) and make it fair on rates.

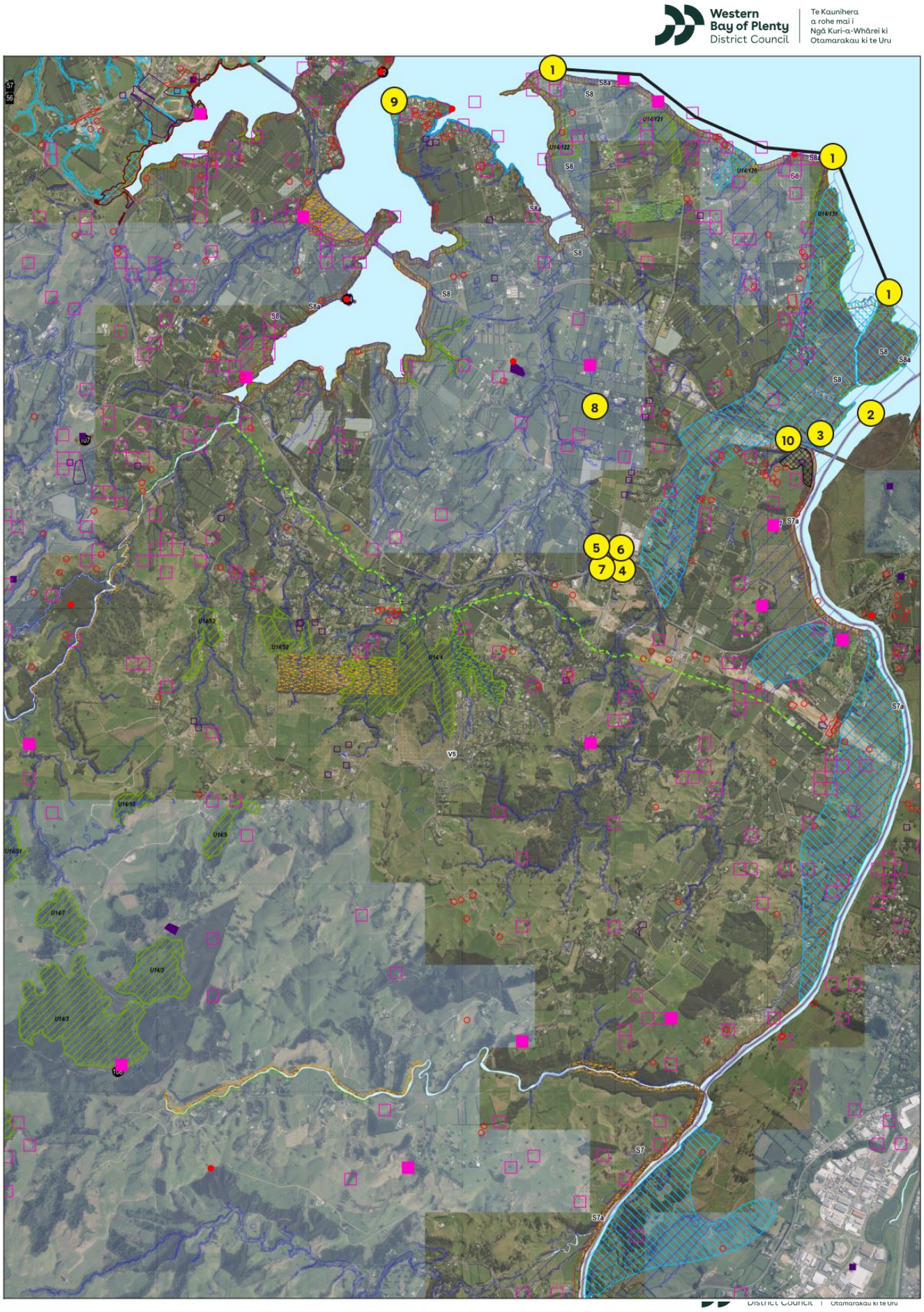

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Te Kaunihera a rohe mai i Ngā Kuri-a-Whārei ki Otamarakau ki te Uru
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7
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S8
S8a
S7
S7a
U14/52
U14/4
U14/10
U14/5
U14/7
U14/3
U14/6
V5

Table 4: Orange dots

1	Retail and office hub – being able to hot desk in Te Puna. Everything you need and more social networking. Expand service offering and community hub (village feel, green space, spring being brought to life, service the local community and keep people local).
2	Limit residential land size, but not medium density zone. Localised housing have rural village 3000m2 land size. Ability for families to move. This is close to community hub to enable more active village.
3	Rural lifestyle blocks open up in the Minden lookout area and within the lifestyle. What is the capacity of that land?
4	Connections within the Minden gully system to Te Puna Quarry Park and linking Te Puna and Minden. Minden needs more walkways into the gullies.
5	Future connection via the hub and the hub becoming the stream and biodiversity hub. Giving landowners the incentive to increase biodiversity.
6	Green belt – retain for horticulture.
7	More accessible recreation/destination hub – people to spend more time and requires an upgrade of facilities.
8	Community cycle way from Omokoroa along the Tauranga Northern Link.
9	Bus and networking centre – accessing public transport to the hub/village.
10	
11	What is good for māori land – more research – how to protect it.
12	Playground within the village hub.

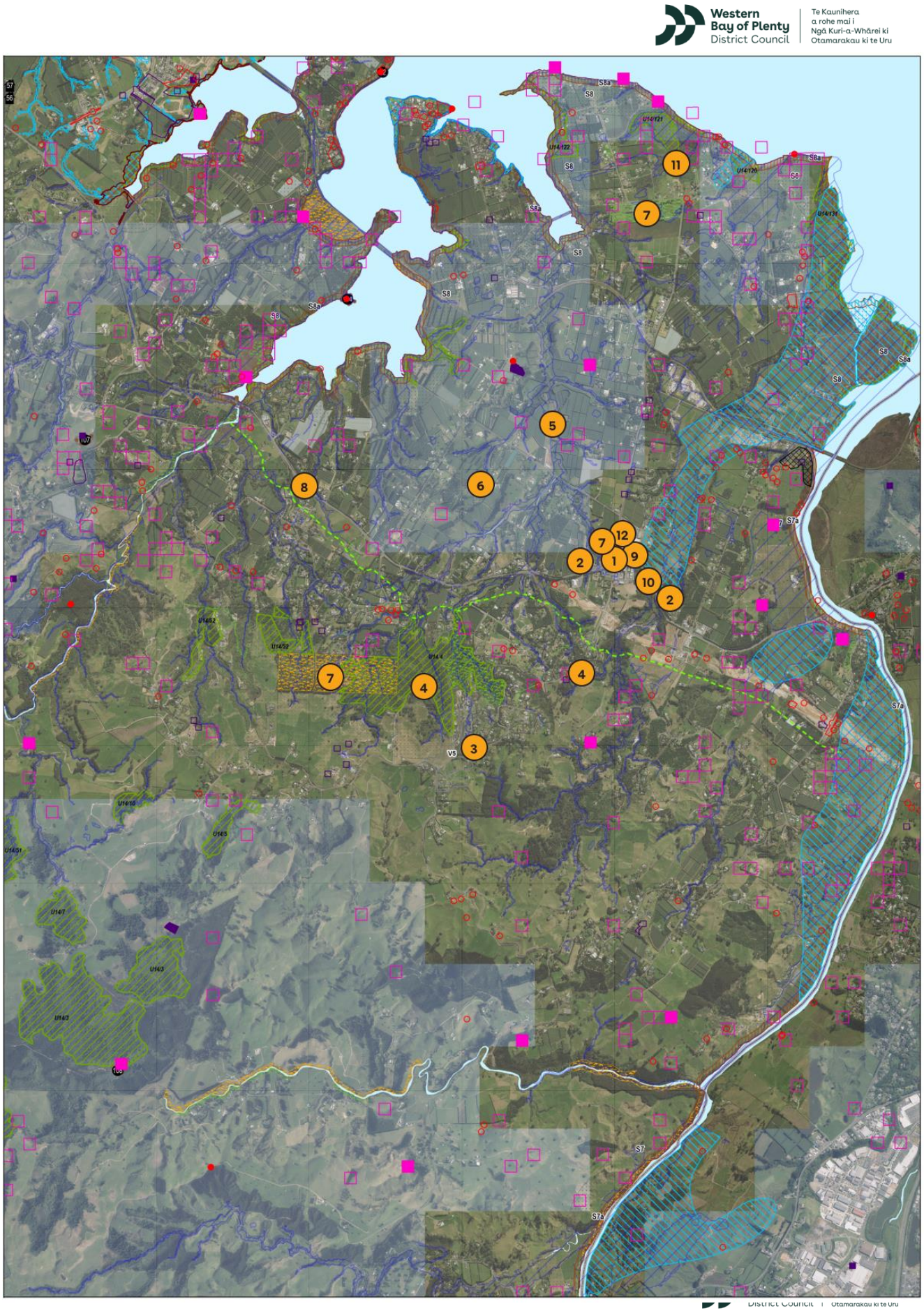
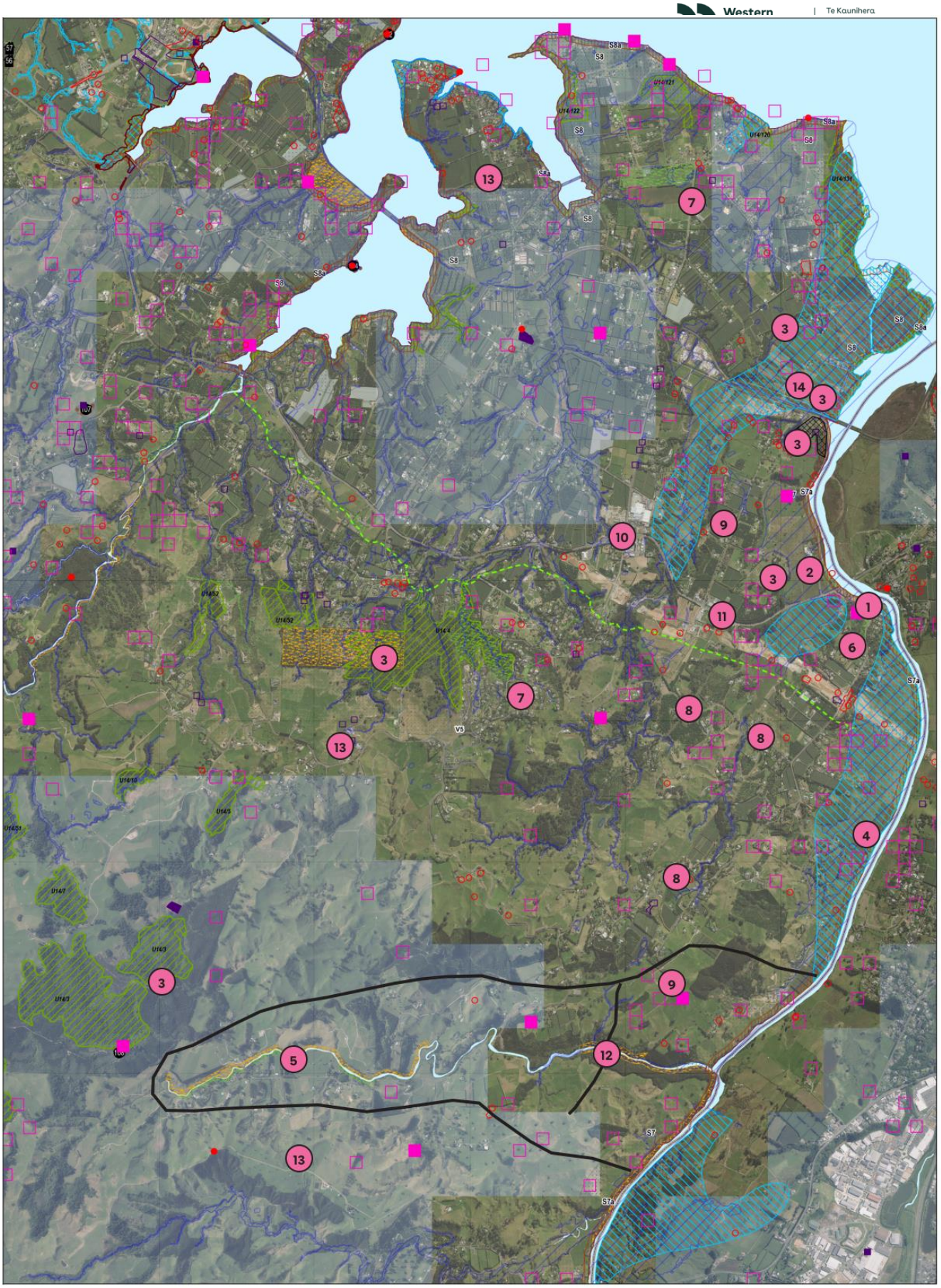

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Te Kaunihera a rohe mai i Ngā Kuri-a-Whārei ki Otamarakau ki te Uru
11
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S8a
S7
S7a

Table 5: Pink dots

1	Natural open space for recreation. Allow public access. Sand spit in the awa.
2	Flood zone remains rural and allowed to flood.
3	Wahi tapu to protect.
4	Along edge of river protect for public access.
5	Protect water quality.
6	Papakāinga housing.
7	No more industrial anywhere.
8	Rural zone for kai/orchards.
9	Rural residential – don't need more residential.
10	Local centre needs to be bigger. Push into the road. More diversity of shops needed.
11	Kura/schools.
12	Bush – no build corridor. Maybe change to natural open space.
13	Lifestyle blocks.
14	Heritage area (Paorangi)



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Mā tō tātou takiwā
For our District

Community Ideas Forum – Waihī Beach

Session Notes

Western Bay of Plenty District Council

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Our task for creating the Waihī Beach Spatial Plan

To make a place future generations will thank you for

Overview of session dates and areas of focus

- Session One – Introductions, Cultural Context, Thinking about 2055
  Wednesday 29 October 2025
  3.30-6.30pm
- Session 2: Constraints mapping / Big infrastructure
  Monday 10 November 2025
  3.30-5.30pm
- Session 3: Housing / Social infrastructure
  Tuesday 18 November 2025
  3.30-5.30pm
- Session 4: Zoning and land use
  Wednesday 26 November 2025
  3.30-5.30pm

Session 1 – Introductions and Cultural Context

How we'll work together

- Disagree agreeably
- Clear
- Open to change
- Courage to have conversations
- Today's heresy is tomorrow's orthodoxy
- Inclusive
- Flexible
- Open minded
- Respectful
- Curious
- Willing
- Good listeners
- Committed

What are the benefits of the Community Ideas Forums?

- Something that can be fed into the District Plan which is useful
- Feeds into the Regional Spatial Plan
- The Task "To make a place future generations will thank you for"
- Conveying issues which other community members might also be thinking about but feel yourselves
- Greater acceptance of plans with community input
- Drawing on local knowledge
- Group consists of people that care about the rohe
- Nā tō rourou, nā taku rourou ka ora ai te tangata – With your basket and mine, we will thrive
- A collab of people from all walks of life, demographics, perspectives – coming together to share ideas for the better for our community
- An opportunity to help preserve our unique natural environment
- Tap into local knowledge
- Consider lived experience and future considerations so people feel engaged in civics/citizen assemblies
- For the community to have a voice
- Understand the communities' special characteristics
- A plan for climate change
- Ground truths – not an eco chamber of council making decisions
- Strengthen community connections so we can share valuable ideas, aspirations and futures
- Benefits are sharing, hearing, listening, connecting and belonging.

Where might there be gaps/issues/concerns – Things you want to make sure we keep in mind

1. How to know future population including projections
2. How to decide how much growth we want and where we can expand or not
3. How to have three options to take back to the community – left field option, growth option and do-nothing option
4. How to keep our local businesses in mind
5. How to retain youth, jobs and education
6. How to manage seasonality – the peaks and troughs – widen the shoulder seasons
7. How do we ensure ecological values are considered when they are dynamic
8. How to bring younger people on board (20–40-year-olds) – how do we capture the vision of our young people for how this place will look in the future – keep our younger generation in mind
9. Water and our relationship with it is central to the beach. How to boost the position and minimise the risks
10. How to 'turn back the clock' on pest plants and improve the health of our micro environments. How to protect the natural environment while growing.
11. How to secure, respond and respect cultural heritage
12. How to utilise the use of homes when they sit empty
13. How to broaden the focus to the wider Waihī Beach context – include all
14. How to acknowledge the geographic context (i.e. spread out)
15. How to prepare well for climate change so Waihī Beach is a resilient community
16. How to plan for retail, jobs, transport, access, values and protect the environment
17. Are our creeks sustainable in their current form and location?
18. How to protect/retain the community vibe/feel
19. Community hubs
20. How to resolve social housing issues/emergency housing for those that reach out to campgrounds when the campground still needs to maintain their business?
21. How do we make sure our housing planning is not just for absentee owners
22. Equitable access to housing to meet needs of business seeking workers
23. How to ensure our housing is fit for purpose and meets the needs of those who call/want to call Waihī Beach home
24. How to lift business focus up above/beyond Wilson Road – how to get business to cooperate and say what they want
25. How to ensure hapu is involved in collaborative business processes and tourism
26. How do we promote more outdoor recreational activities such as mountain biking
27. How to cater for what our residential and seasonal population will be in 30 years.

Looking into the future - Waihī Beach in 2055

You are celebrating the awesome Waihī Beach community you have created. What is happening? What are you celebrating? How does the Waihī Beach community look in 2055?

Community / people

- Otawhiwhi – a thriving commercial business
- Even more communities through immigration
- More demographic balance – more families and higher proportion of permanent residents
- Constraints of the area mean population growth might be somewhat limited
- If we cater for growth, does that not determine or pre-suppose growth will therefore happen
- We have a vital, diverse and healthy full-time community. Without this no tourism can be supported
- Permanent population
- Participation within the community
- Locals born and bred can continue to live here, as do elderly and other lower income residents

Housing / built form

- Spacious feeling, not inbuilt housing
- Stormwater infrastructure sorted
- Planning zones altered to support multi-unit and cheaper housing to counter the effects of absentee rich
- Medium density housing done well
- Increased infill housing with some extension of residential zones
- Buffer zones
- Housing on higher ground and up towards the hills – being mindful of climate change
- Planned housing
- Limited high-rise housing
- Be considerate of views
- Designated zones - MDRS

How we move around

- Community connected with Athenree walkway
- Athenree crossing to improve access (but at a better location)
- Gathering points at places such as Athenree
- Cycleway to Waihī and further afield
- Ferry service
- Roading connections through an expressway
- Public transport options due to increased population
- Increased access for Waihī Beach to Tauranga with a cycleway
- State Highway 2 congestion – expect the under investment to continue
- Cycleways and walkways are part of a sub-regional network (Waihī to Tauranga)
- Bus transport along the entire harbour
- Connected with other areas within Waihī Beach

Landscape / whenua

- Climate resilient – adaptation
- Community will have shifted due to beach erosion and weather extremes
- Combination of king tide and huge swell has widened 3 Mile Creek and cut a channel south to the harbour. Bowentown is now an island
- Sea level rise did not eventuate, so part of the beach is not much altered, except population has doubled
- Harbour and beach – better dune protection.
- Enhanced species
- We have given them a secure ecological environment
- Native trees planted
- Pa site protection
- Healthy harbour, thriving environment, clean waterways
- Street scaping along Wilson Road and careful development

Other

- Athenree Homestead included as part of our marketing
- Need to get Council staff to understand the problem at Waihī Beach and the aspirations of the people. If we have a plan, we need Council to stick to it
- Otawhiwhi has been acknowledged as our place name for 3 decades
- Haves and have nots – privilege risk

Baseline report – Identifying key areas of focus

Topic 1 – Climate Change and Natural Hazards

Topic point from Baseline Report	Do you agree?
Climate change is putting increasing pressure on the District's coastal environment, community safety and infrastructure.	8 people agree
Significant and potential impacts include increased temperature, changes in rainfall, dryness and drought, extreme weather, sea level rise, groundwater rise and salinity stress, marine heatwaves and natural hazards such as landslides, coastal erosion, coastal inundation and flooding.	3 people agree
Waihī Beach, Bowentown and Athenree experience natural hazards such as flooding, coastal erosion and inundation, tsunami and liquefaction, with land instability being a key natural hazard to Athenree specifically. These are and other natural hazards to consider when planning for growth, infrastructure and emergency management.	4 people agree
The effects of climate change make Waihī Beach, Bowentown and Athenree especially vulnerable to projected sea level rise and more frequent extreme temperature events.	7 people agree
Climate change impacts such as heat and drought may challenge horticultural productivity and infrastructure resilience.	2 people agree
Coastal erosion presents significant risks to infrastructure in coastal settings, including Waihī Beach and Bowentown.	8 people agree

Topic 2 – People, Community & Social Infrastructure

Topic point from Baseline Report	Do you agree?
Waihī Beach, Bowentown, and Athenree are coastal communities that experience a significant population increase during the peak summer holiday season, swelling up to three times its normal population.	4 people agree
The population of 3,456 in Waihī Beach, Bowentown and Athenree grew by 3% between 2018 and 2023, following 16% growth in the previous five years. The median age increased to 57 years, with 36% of residents aged 65+ and 60% over 50.	4 people agree
European ethnicity dominates at 91%, with 17% Māori centred in Bowentown, and there are very few people of other ethnicities.	1 person agrees
Only 45% of dwellings in Waihī Beach and Bowentown are occupied full-time, reflecting their beachside holiday community character. Athenree has a much higher occupancy at 76% of its 453 dwellings.	2 people agree
Community facilities include halls, churches, marae, a library, elder housing units, a school and the Waihī Beach Menz Shed, providing essential services and spaces for social connection. Recreation and open space areas such as Wilson Park, Island View Reserve, the Waihī Beach RSA and Waihī Beach Surf Lifesaving Club are highly valued and heavily used during the peak season.	11 people agree
The Waihī Beach Community Plan – Community Board Action Plan 2025-2028 has been created to review progress of the 20-year Waihī Beach Community Plan. It sets priorities and gives guidance to the community's priorities for the next three years.	4 people agree

Topic 3 – Housing and Land

Topic point from Baseline Report	Do you agree?
The population of Waihī Beach, Bowentown and Athenree has grown modestly, while housing demand and affordability issues have intensified.	10 people agree
Between 2017 and 2025, 370 new dwellings were consented and 220 new lots were created in Waihī Beach, Bowentown and Athenree. More than 80% of these were in Waihī Beach and Bowentown, with a lower level of development in Athenree due to lesser land availability.	0 people agree
Private rental properties are higher in Waihī Beach and Bowentown at 21%, while Athenree rental properties are 17% of households. In June 2025, average weekly rent was $575 for Waihī Beach and $507 for Athenree. Median sale price for the same period was $1,590,054 for Waihī Beach and $1,051,083 for Athenree.	3 people agree
There is no emergency, transitional, social or community housing in Waihī Beach, Bowentown, Athenree or Waiau. Elder housing is provided in Waihī Beach.	11 people agree
The majority of the Waihī Beach, Bowentown and Athenree urban area is zoned residential. Athenree has a small portion of rural residential.	3 people agree

Additional comments made: • Affordable housing – not just social/transitional (not housing for absentee owners). • Rental housing availability.

Topic 4 – Infrastructure, Transportation and Designations

Topic point from Baseline Report	Do you agree?
Peak-season pressure places high demand on stormwater, wastewater, and water supply systems.	8 people agree
Stormwater management is a key issue in low-lying coastal areas and must account for climate and flooding risks.	11 people agree
The majority of the community do not want growth to occur within the One Mile and Two Mile Creek stormwater catchments, as it would likely exacerbate stormwater issues.	2 people agree
Local road networks in Waihī Beach, Bowentown and Athenree are generally constrained by narrow streets and limited parking during summer months.	1 person agrees
Shared pathways and walking/cycling connections support active transport and recreation.	9 people agree
Designations set aside the use of land for schools, utilities, and transport corridors, aligning infrastructure provision with future spatial planning.	6 people agree
Additional comments made: • Energy infrastructure – solar etc • Infrastructure is set up for a specific amount of people holiday there is more e.g., set up for 2.5 people but come holiday there is 15 people in the home.	

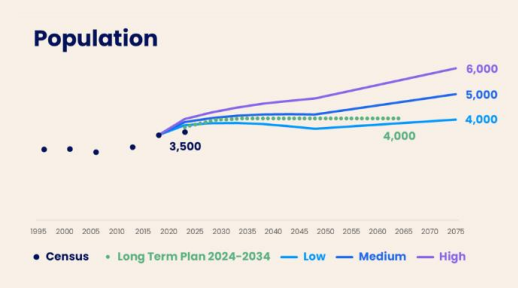
Topic 5 – Economic Overview and Future Growth

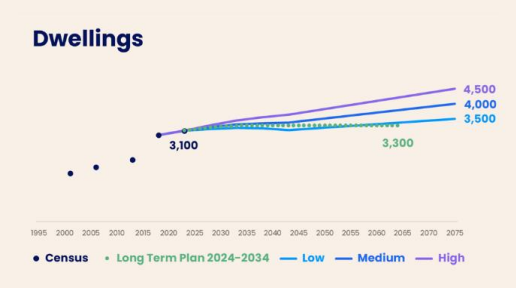
Topic point from Baseline Report	Do you agree?
The economy is supported by horticulture and tourism, with some small commercial zoned pockets in the town centre and elsewhere in Waihī Beach, Bowentown and Athenree.	6 people agree
The main commercial zone/town is on Wilson Road. This includes a range of commercial activities and services including offices, retail, restaurants, bars, cafes, takeaway, bakeries, gyms, accommodation and medical and community services.	5 people agree
The SmartGrowth Strategy 2024-2074 provides the regional vision for sustainable economic growth and integrated housing and business capacity.	3 people agree
Future planning must balance growth, environmental limits, and local character.	14 people agree

Session 2 – Projections and Constraints Mapping

Sharing population projections





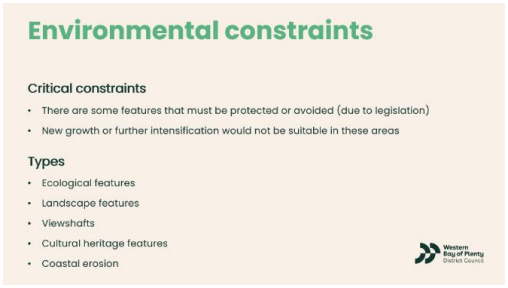


Comments that were received from participants during the growth projections presentation:

- Participants questioned the reliability of data as during the first Community Ideas Forum in Waihī Beach, ethnicity statistics were presented that calculated to over 100%. Staff explained that ethnicity percentages will always calculate to be over 100% as people are indicating that they are more than one ethnicity, e.g., identify as Māori and NZ European.
- There was disagreement from some participants that the population swell over peak season isn't calculated correctly and they estimate the population to be closer to 20,000 people over the peak season. How do we plan capacity for this huge increase when we use resident projections which are much lower? Staff explained that peak season population was modelled by using water consumption and data showed the peak swell for 2024 was only for approximately five days and then reduced.
- Baby boomers are retiring and choosing to live in their baches that were otherwise empty except for peak season. Participants agree this will slowly increase population.
- Agreement from participants that it would be helpful to look back over the last 20 years and understand how many people that are moving into Waihī Beach as residents already owned baches in the area and then have chosen to move full time.
- Participants would like to see projections to understand if Waihī Beach will still be a holiday bach town in 2055 or will be there a switch to a higher number of permanent residents.

Planning for future growth – mapping constraints









Comments that were received from participants during the mapped constraints presentation:

- "The one thing that the future generation will thank us for is protecting their space – land space within their homes and reserve space."
- Data integrity is important – make sure that no-go land is truly no-go for the right reasons.
- How do we make sure that constraints are kept in mind as we move closer to the planning for 30 years time into 2055?
- We need to know the availability of land for infill housing and how much greenfield land we need.
- Greater intensity of housing in specific areas provides a variety of options and increases the resilience of housing for the community. It's not for everybody, but it's needed. It provides stepping stones for first home buyers wanting to move into the area and also opportunities for retirement living etc.
- If there is senior housing that is appropriate, then the housing that they move out of will become available to others (families can move in etc).
- Waihī Beach is a tourist destination. We need to have housing available for people to live, that is supporting our tourism industry but it needs to be affordable so they can afford to live in the area.
- There are areas where medium density housing will be suitable, and others where it absolutely isn't.
- Participants noted that Waihī Beach is a very constrained area. There are not a lot of areas that can be developed when considering all of the different constraints. There is a need to pick and choose which constraints are adhered to.

No go/no more

What do you think? How do you feel about these? Are they no-go?
Anything else to consider? Do you think there are other places or constraints that should be protected by no-go type restrictions?

Cultural Heritage

- Work to be done on cultural features and aspirations for these areas to match up with more recent work

Coastal Erosion

- No specific comments recorded.

Ecological Features

- Harbour – integration with Bay of Plenty Regional Council regarding eco feature
- Waiau protection no go buffer zone
- Eco tourism that works with the no-go constraints
- Aspirations for Bowentown headland with an Environmental Management Plan e.g., replanting native bush.
- Wetlands at Emberton Road need to be done on a case-by-case basis.

Landscape Features and viewshafts

- Viewshafts make sense as no-go

General comments about no go/no more constraints

- The no-go constraints list is about right
- Council reserves need to be no-go/no-more
- Built heritage should be a no-go
- How to capture cultural ambiance in these locations.

Take precaution (Kia tūpato)– Archaeological sites and no-go Cultural Heritage features

How can we ensure the cultural significance of the archaeological sites are considered when discussing the need for development? Is this aligned with the values and priorities of the community?

- That is for tangata whenua to determine and not others.
- There needs to be consideration of settlement issues with Hauraki
- Need to consider tangata whenua who might move home and want to connect with sites and features
- Cultural heritage features in the District Plan should have Māori names. The English name for Māori features makes it confusing.
- Don't agree with all archaeological sites because of potential inaccuracy
- Mining history could be included as an archaeological site as well as iconic buildings
- Broader range of sites to be recognised and protected e.g., reflect some of the mining history – Beach Motors?
- Sites should be respected and investigated but noting that there were some concerns about the process of identifying them previously (NZ Archaeological

Association)
- Note that many NZ Archaeological Association sites are on properties that already have some level of development
- Archaeological sites would need careful research prior to any further development
- Why 'go-carefully' for archaeological sites – They should be 'no-go'
- Future generations will need protected spaces – these are areas that will be left to them so they need protection.
- Regarding archaeological sites – how is it making the situation better and what is it protecting as the sites are buried already
- Are the pink squares technically able to be subdivided?
- What is the value that's being protected for something that's already buried underground?
- Significant sites should be protected. Lower value sites could have a different approach.

Go carefully – All other maps

What do you think? How do you feel about these? Are they go-carefully? How can we best align the need for development with community values and priorities while considering these constraints?

Land elevation
- Slope is more important than elevation
- Need more information regarding slope. Some areas currently have no known constraints but are too steep to develop.
- Isn't contour more important than elevation?

Land instability
- Shouldn't be allowing more people to build as very risky (land stability is very important)
- More extreme weather events in future will likely affect instability of the land
- Should also consider slope and soil type, not just elevation as a factor of instability
- Instability is an important consideration. Observing slips in heavy rainfall events and instability around coastal areas
- More opportunities to the west.
- Stability areas mapped in Athenree aren't particularly steep. There should be an engineered solution available if people want to develop.

Highly Productive Land
- LUC land by Wilson Road could be challenged however it is a flood area.
- LUC 3 land to remain as non-developable. Small areas could be depending on other constraints.
- LUC 3 are opportunities
- LUC 3 viewed as go-carefully
- LUC 3 land would come under pressure for development. These areas need breaking down to identify flooding and archaeological sites.
- LUC 2 looks to be too far away to want to develop. We don't want to develop this.
- Avocado orchards are being removed in different areas out Athenree.
- LUC land is so low lying that farmers can't farm.
- Wetlands should be shown as different layers – these are LUC 3.

Hazardous Activities and Industrial List (HAIL)

- HAIL ability to be developed – go-carefully.
- HAIL sites are easier to overcome with restrictions – other areas in the world can do it. This should be go-carefully.
- Land adjacent to Athenree Road and Capamagian Drive could be developed.
- The farm at the northern end of Capamagian Drive is used to spread solid waste from the sewerage plant.
- The cost of sorting out contamination of the soil could stop development from happening.
- There is the ability to turn the contaminated land into industrial land zone.
- Are there ways that hazardous land and orchards can mitigate the effects from spraying?
- Low-cost housing for people with less income is more susceptible to land that is more hazardous.
- The cost burden within these areas is too broad for developers.

Coastal inundation

- Wetland area is important – go-carefully
- Coastal inundation map – is it 3m high?

Flooding

- Bowentown heads to straight is very limited. Everywhere is a flood plain. There is impact upon wetland and Waiau River and should go very carefully.
- Emerton Road land must fill the site with soils to reduce other flooding hazards.
- Flood modelling in harbour proximity needs reconsidering – it's too conservative.
- We shouldn't be building in areas where we're compromising liveability e.g., floor level for habitable space.
- Airstrip and flood path
- Impermeable cover is important, and we need minimum/maximum cover.

Liquefaction

- Undetermined liquefaction needs more geological control – swampy.

Tsunami

- What event is tsunami modelled to? What heights could it get to?
- Some farmland area is higher, but some is no-go.
- Tsunami map – is this a 10m height tsunami?

General comments about go-carefully maps

- Why is Council still allowing development in Coastal Hazard zones?
- Why is the landslip stability not further along here?
- Central Government driving zoning in the Resource Management Act – what are they targeting?
- Like the 'go-carefully' approach to avoid carte blanche intensification (like Papamoa)
- Maintaining cultural ambience
- Don't want the beach area to look like the Gold Coast in Australia or have multi storey housing

- Understand the opportunities for intensification in the right places.
- Increasing typology variation to meet broader needs of the population – first homes, last homes etc.
- Depending on the size of the towns growth there needs to be consideration to how we move around.
- More likely/comfortable to move inland and allow services to grow from there.
- Go-gently – site by site – not a whole area blanked off
- Athenree has good elevation but doesn't have the infrastructure to allow for growth.
- Brownfield is better than greenfield.
- Opportunities for higher density could be supported for greater 'township' and hub formation.
- Build in resilience – go-carefully
- Marae land – no more space given the constraints mapping. Further in the rest of the Bowentown area.
- Constrained supply will increase prices.

Notes from "Parking Lot"

1. How much growth has come from new buildings vs converted holiday homes in the past 15-20 years?
2. Central Government, under Going for Housing Growth, requires Councils to plan for highest growth forecast. How does this affect Waihī Beach?
3. What is the expectation on home ownership in New Zealand in the ensuing decades?
4. Do we have national statistics on how beach communities have grown over the decades?
5. Housing – what is it when new dwellings e.g., infill vs new subdivision vs multi unit.
6. Expansion – how many greenfield, brownfields, intensification?
7. Permeable concrete driveways aid in lessening potential flooding.
8. Central Government is seeking to allow granny flats without the present permit situation and tiny homes are currently being built in a yard.
9. Ecologically what is the limit to protect the Taiao? What is the land available for further growth?

Post session comments

- Regional Council Priority Diversity Areas should be included as No-go
- Glad View Shafts are no-go

Session 3 – Housing, Social Infrastructure and Open Spaces

Housing

What did you know already?

- Low utilisation and limited supply.
- Increasing price pressure.
- Flooding.
- Aging population.
- High cost.
- Most houses have an occupancy of only 1 or 2 people. There are people wanting to move out of larger homes and downsize but there is nothing available for them to move into.
- Most of the houses here are empty and they are in a surplus due to people owning 2-3 homes.
- Occupancy is low.
- The impact for available employment/volunteers in our community.
- Rental volumes are decreasing.
- Agree that there are a lot of vacant homes but also have a shortage of housing that is suitable for those who need it.
- Global pressures are influencing our housing costs.
- There is a difference in needs between Athenree (more families) and Bowentown and Waihī Beach (more 1 to 2-person occupancy).
- Most of the permanent population are elderly (older than the New Zealand average).
- It is a very high home ownership rate.
- There is a need for aged care homes.
- Low occupancy numbers with 1 – 2 people per household being the dominant figure. Empty houses are in 2 out of every 3, yet there are limited rental options.
- There is a lot of additional housing but not necessarily the right housing for those who want to live here or holiday here.
- Low occupancy rate but high rate of home ownership. Rental market has crashed as baches aren't healthy homes compliant which is fine for owners to holiday but not to rent legally.
- Properties are advertised for sale as 'land bank' so you know this is being marketed to wait for the bach to be demolished for a larger home to be built.

What did you learn from pre-reading?

- Not many flatting compositions – less than 1%.
- High home ownership rate – 80%.
- How limited the future housing supply really is.
- Almost one home per person.
- Surprised that 1 in 3 dwellings were empty on census night. Local impression is that this is incorrect, approximately 4 out of 5 empty baches. Other participants comment that homes may look unoccupied but there are a lot of older population living here full time, but they are often away travelling.
- Shocked to learn no community housing providers. We can't accommodate the most vulnerable in our community.

What is working well in terms of housing for your whole community?

- The market is working well regarding buying and selling.
- Seaford Park is a good example of different tenure (130 homes on leased land).
- Baches and homes are being shared with intergenerational use.
- Athendale development in Athenree has worked well. The covenants were removed, and relocatable homes were brought in and now the development is thriving.
- Secondary infill dwelling options.
- Ownership = intergenerational wealth. Inter-generational use of homes. Homes are being divided up for families to utilise together.
- Pocket/smaller subdivisions work well (not like Papamoa).
- Get good diversity with different styles of housing.
- There are relatively new developments which means infrastructure is still in good condition and is well designed.
- Beachy feel.
- Aesthetics are well kept and there is a sense of pride.
- The older style housing still fits in.
- Bulk of development since 1960's has been individual developers opening pieces of land and developing. This gives different areas different character depending on when it was developed.
- Seaford Park and Emerton Road cottages appear to be working well and cater for the retired and some holiday homes. These suggest these types of micro villages should be developed more.

What would you wish for regarding housing in your community? I wish…

- I wish there is considered community/state housing.
- I wish existing housing is healthy and available to house our families.
- I wish for collective housing for single, elderly people.
- I wish for diversity of housing, especially for families and servicing the tourism industry.
- I wish for no development in vulnerable landscapes.
- I wish for beach access points and to retain the green spaces.
- I wish for low rise developments that keep the beach character.
- I wish for health, wellness and community infrastructure that supports the aging population.
- I wish for a policy and planning framework that is enabling – "no Gandalf"
- I wish for no houses to be built in flood prone areas.
- I wish for senior housing.
- I wish for multiple types of development to meet the mixed needs of the community.
- I wish housing is more affordable for the younger generations to increase our beach population and sustain it.
- I wish that our neighbourhoods continue to provide safety and connection for our community.
- I wish that subdivisions have a variety of homes and section sizes with an emphasis on being family friendly and have a requirement of open space areas.
- I wish that our community responds to future shifts in cultural norms and cultural ways of living.
- I wish that more areas are protected to be used as reserves or active outdoor spaces.

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- I wish for securing land for the future projected residents.
- I wish for 25% rates levy on absentee owners.
- I wish for sections to have large yard spaces so there are outdoor areas for each building. Need to ensure yard rules provide spaces for children to play.
- I wish permeable concrete would be a requirement for handstand surfaces on sections e.g., driveways.
- I wish that if we are required to have high rise housing that it is developed to the west of where our housing is currently located.
- I wish to see the old-world look of Waihī Beach (east of 2 Mile Creek) being protected.
- I wish for more room around our homes giving children areas to play outside. This also provides better stormwater management.
- I wish to see better and more affordable housing in Bowentown. People are returning to the whenua because they can't afford rental housing elsewhere.
- I wish to see medium density housing on the surrounding hills and areas that don't block views and retain amenity.
- I wish for no more development on floodable land.
- I wish for affordable and safe housing. 73% of houses in Waihī Beach have no children.
- I wish that any new subdivisions have a requirement for outdoor spaces and areas for community activities. Medium density housing is okay if there is reserve land to cater for recreation activities.
- I wish that there are mortgage options for multiple ownership properties/land.
- I wish that the current growth doesn't come at a cost to only the ratepayers.
- I wish that all the houses along the beach front are still here, given the natural hazard risks.
- I wish that we are an example of mixed typology housing, and we build appropriately and are supported by planning zones.
- I wish that most houses, not just new buildings, have tanks for toilet and garden water.
- I wish for low rise buildings on the foreshore to retain views.
- I wish we have more planning and zoning that supports the integration of smaller living options to provide opportunities to those with financial constraints.
- I wish we have enough social services such as medical centres and public transport to support the community.
- I wish that Waihī Beach retains its character and is a pristine natural environment with even more houses developed.
- I wish that the harbour margins are protected.
- I wish that sustainability initiatives are encouraged and supported with Council planning and infrastructure designs.

Where did you see potential issues, we need to flag now?

- I'd like to see the community working together better without segregation of the rich and poor.
- There are growing levels of inequity, and we need to close the gap.
- There is vulnerability of landscape with coastal inundation, changing weather, sea level rise and tsunami risks.
- When the baby boomers are gone, we will have a different demographic. What are we planning for?
- There is land that is useable but is currently not being used. These are good

locations for retirement housing, close to town.
- Predicting the impact of technology.
- How to deal with private property prices compared to the income of our local economy?
- How to ensure that mana whenua have input into the development and future of housing on our whenua/land?
- How to ensure sustainability policies are adhered to for new and existing buildings and housing?
- How to balance affordability of housing and reticence for intensification?
- How to understand what the capacity of our infrastructure will be?
- How do we understand and meet the changing demands of the community?
- How to know who we need housing for? How do we protect ourselves?
- How do we ensure we plan for the right volume of growth? How much will it really be? Would somewhere else be better for these people?
- How to have better access from the beach in case of tsunami, especially from central part of Shaw Road and Dillon Street?
- Māori youth are currently the fastest growing population. What do housing requirements look like for them?
- Sustainable housing that adapts to the changing environment and conditions.
- How to make sure we are not just a big retirement village?
- How to design great housing and community spaces for a much larger population?
- How do we get in and out of the area with a larger population? There are only two roads in and out.
- How to find good places for multi-unit medium density housing that is affordable, like overseas villages?
- How to support multi-generational housing?
- How can we bridge the finance gap for elderly who are selling their larger homes to downsize, but don't have an ability to purchase the downsized home before selling the larger home. There are no options for bridging finance for retirees.

Social Infrastructure and Open Spaces

What parts of the current social infrastructure and open space network work well?

- Community led development for recreation such as beach mats, predator free and Te Mata.
- Enhancements of playgrounds in our village.
- Good collaboration with mana whenua – this needs to be continued.
- The new crossing of 2 Mile Creek to Wilson Road is working well.
- Rock climbing project that is being developed off domain rockside.
- The campgrounds work well.
- Live Well Waihī Beach and dotterel protection program are working well.
- Otawhiwhi is integrating more into the local community and locals know the marae.
- The community centre and library work well being close together.
- Surf club, coastguard and location of playgrounds are working well.
- The beach accesses work well, however at high tide the rocks can limit access.
- Dog exercise areas on the beach, however, need doggy bags at the Southern end of Island View
- The trig track has been opened.

- School works well and access to the playground is great.
- Cycleways, walkways, health and transport.
- Public toilets.
- Pest trapping and coast care are working well.
- The grouping of facilities in a community hub is working well – library, community centre, Menz shed.
- Access points to the beach.
- Drink stations.
- Doggy poop bags at popular dog areas.
- The volunteer spaces and organisations are working well.
- There is nothing in reserves that doesn't get used.
- Reserves are maintained or increased.
- Very good playgrounds for our children.
- The beach access and adjacent reserve lands are strong and that is why people come here.
- There are limited options so what we have gets used.
- The community centre works well.
- The walking tracks are working well and the cycle track from Bowentown to Island View is good.
- Anzac Bay, Boat Club and Otawhiwhi Marae are places for people to connect.
- There are good spaces for connecting with people over a coffee.
- Excellent boating access includes the use of the harbour for kayaking and waka ama.
- We still have campgrounds in Waihī Beach, and they are well used with great reviews.
- There has been good development in the last 10 years with cycleways, playgrounds and a new library.
- Beautiful natural environment.
- Waihī Beach is the closest east coast beach to Auckland and accessible to the 'Golden Triangle'.
- The Boating Club at Bowentown and the RSA meets the needs with courtesy coaches and community social hubs.
- It's a beautiful environment with ecological value of the wetland.
- The school is in a good location.
- Love that we have a marae in our community with their own aspirations. They are a key part of the community.
- The new library is awesome.
- Pump track.
- There is a community shop with supports volunteer and rescue services. It is well supported by the community.
- The reserves are in the right places.

How can we make our community spaces better connected?
After collecting their comments participants voted for their highest priority.

<u>High priority:</u>

- Connecting our distinct communities together.
- Need more support for our youth, such as a youth centre. There are currently limited places to meet.
- I would like to see some reserves be protected and not developed at all. We need

some natural open space.
- The boardwalk to Athenree should be a shared path.

Other:
- Athenree crossing connection is critical for walking, cycling and kids getting to school.
- Better connection for cycling, walking and wheelchairs to North End.
- Footpaths for Shaw Road area.
- Outdoor gym equipment for older people.
- Enabling good corridors and good planning for natural hazard risks such as tsunami.
- Connect Palm Grove to the wider cycle network.
- The road narrows from Bowentown to Anzac Bay and can be a dangerous area for cyclists and walking.
- How can we utilise the land that has less use?
- There are limited ways to show people what is happening socially during the peak season.
- Better use of exercise trails and outdoor gym equipment.
- Opportunity in our reserves and open spaces to be better connected to tangata whenua through story telling and history.
- Recognise the change in transport and energy costs. There is an infrequent bus service, and this should be improved.
- The connection to Waihī is important but the relationship with Hauraki Iwi is critical.
- Engage in collaboration to utilise the water catchment reserve in Waihī Beach.
- Connect the rear of Leo Street camping ground to Hillview Road via Palm Grove, using a key card gated system and fencing.
- Make a connection beside the drain adjacent to the north side of the school.

What/where are the key gaps you see in social infrastructure and open space network as the community grows over the next 50 years?
After collecting their comments participants voted on their high priority gaps.

High priority:
- Protection of cultural sites.
- Rehabilitation of the Bowentown dunes (remove pests, improve plants and protect with ongoing management). Otawhiwhi Marae is committed to this.
- Community health services.
- Better connections as there is no disability access to Bowentown Heads. Need accessible options for walks and onto the beaches.
- High accessibility walkways to cater for elderly and disabled demographic.
- Healthcare facilities and access to doctors and other services.
- There is no place for the elderly in Athenree – suggest a community/social space that's adaptable to set up different activities.
- Accessibility of community facilities for those with disabilities – a universal design is required. There are some small private gyms but what could a community gym or wellness centre offer?

Other:
- Parallel roads to have a quicker escape route in an emergency.
- There is nowhere in the town centre for families to hang out.

- Possible sites to protect for a medical centre on Beach Road or The Crescent.
- The future position of community infrastructure on Wilson Road.
- Safe connections – walking routes, crossings and need to enable independent mobility.
- Create cycle trail that connects around the entire harbour.
- More public toilets.
- Safe pedestrian and safe cycling along the Bowentown stretch – this ties in with the rehabilitation of dunes and Athenree crossing).
- Athenree crossing.
- Connection to Hauraki Cycle Trail at the northern end.
- Plant species (such as gorse) need eradication.
- Dogs on the beach are a significant issue during summer.
- Pump track needed at Bowentown.
- Accessibility and knowledge about what's available in the area.
- Overcoming the social isolation of people in our community.
- Bowentown Park would be an ideal community hub with a BBQ, exercise area and playground.
- Internal cycleways in Athenree connect to the new harbour crossing and onto Athenree Homestead.
- Easy connection to Athenree Homestead.
- People don't want to cycle because it's dangerous when you need to cycle on 100km roads – cycleways are needed.
- Wilson Park is under utilised.
- It would be good to get better access to the wetland and estuary.
- Future use of Tuhua/Mayor Island for culturally sensitive tourism opportunities.
- The airstrip lends itself to more opportunity e.g., Tongariro Heli-biking. What could be done in this space for tourism?
- Hovercraft harbour commuter service.

Is there anything missing in the social infrastructure and open space maps that we need to indicate before taking this to the wider community?

- The locations of public amenities (toilets), need more toilets.
- Signage to Kiwicamp (where the road turnoff is).
- Skatepark
- RSA
- Campgrounds
- Playgrounds
- Retirement village
- Surf club at Bowentown and Island View
- Coastguard
- Jetties at Athenree (x2)
- Boat club at Athenree
- Tennis courts at Athenree

Session 4 – Bulk Infrastructure and Zoning

Bulk Infrastructure

What do you think is working well in terms of Bulk Infrastructure in your community now?

- Flood/pumping system in Bowentown.
- Cycleways enabling different transport options.
- The fibre connection is great and provides more working from home opportunities.
- The rubbish system allows flexibility to suit household needs.
- Post-cyclone the infrastructure has been improved.
- We have good roads and most have drainage and limited flooding.
- Wastewater system is okay but there is no connection on māori land yet. Good to have removed dependence on septic tanks.
- Power and fibre have been rolled out to all Waihī Beach.
- Water supply is working well.
- In the Bowentown subdivision the sewerage, roads, and power supply are all relatively new. Aging infrastructure at the Waihī Beach end.
- Stormwater works well except in major weather events.
- Sewerage system is working relatively well.
- Water supply is sufficient.
- Upgrades at Two Mile Creek are good.
- The wastewater system is the preferrable one and the capacity is suitable for the current population.
- Stormwater maintenance for Waihī Beach seems to be making a difference.
- Water supply is working well but Athenree bores and other places seem to have pressure issues.
- Wastewater is working okay, but expensive to fix and recently required a new liner.
- Plans haven't been implemented well. Developments consented are displacing stormwater.
- Retention of natural wetlands to assist with water flow.
- Upgrade of Pio Shores is working well.
- There is good investment in local roads.

As we move into 2055, what bulk infrastructure do we need to accommodate growth?

- Quality of drinking water needs improvement – currently not the best.
- More reliable power supply.
- The stormwater retention pond at Maranui Estate is filled with silt and needs better compliance and enforcement.
- The school has no further room to grow – where would it expand to? Collaboration with Council?
- Ensure developers provide adequate roading services during subdivision.
- Sustainable stormwater and buffer zones utilise planting, reinstate wetlands and pond systems.
- Expand the natural wetlands and swales for better stormwater management.
- Māori land to be connected to all infrastructure services.
- Council promoting incentives for privately owned water retention tanks and solar panels.

- Stormwater tanks to be implemented on new developments and not in public spaces.
- Focus on Taiao and the impact on the environment – less impactful on the environment and more enhancing.
- Monitoring in the right way.
- Council encourages sustainability initiatives e.g., rainwater and grey water collection and reuse.
- Private vs precinct vs bulk – infrastructure built on a smaller scale to reach smaller precincts, rather than bulk infrastructure which services the whole town.
- Local roads should provide space for cyclists on shared pathways.
- More public transport options for access to services.
- Regular upgrades and maintenance of local roads.
- Roading infrastructure incorporates stormwater like rain gardens. Green infrastructure is planned within the roading corridors.
- More local green waste system/facilities.
- Consideration of additional exist roads running perpendicular to the beach to enable better evacuation routes.
- Wastewater plant upgrades – currently surges over peak season.
- In an emergency there is only one road in/out of Bowentown. Develop sea or air based access for increased resilience. This is also relevant for other low-lying areas.
- Upgrade and straightening of Steele and Emerton Roads.
- New urban bypass to run between Citrus and Haulon Avenue areas to alleviate peak traffic on Beach Road.
- More public transport options for the elderly, students, influx of families, younger generation and change in demographic.
- Better maintenance of roads across Waihī Beach.
- Implementation of required infrastructure for stormwater. Consenting and construction need to be advanced.
- Better management of impermeable surfaces.
- Better use of retention/attenuation tanks.
- Implementation of plans and compliance/enforcement of conditions.
- Infrastructure that can cope with a changed environment e.g., frequency of weather events is increasing.

Zoning

What is working well in terms of zoning to support what the community needs now?

- Low rise residential development along the foreshore is good, e.g., not high-rise at the front and slums in the rear.
- Good agricultural land.
- Protection of Māori land is good.
- Provides an aim to protect the coastline from erosion.
- We have a District Plan with an intentional zoning layout.
- The natural landscape determines our zoning types e.g., where the town sits, where to build etc.
- Residential zones are in pocket developments, and this is working well.
- Future zoning will enable residential resilience around climate change.
- Resource consent rules are important.

- Natural hazard rules require buildings to be able to be relocated. This is good for coastal hazards.
- Reserves and playgrounds are plentiful and should be maintained in the future.

Where do you feel there are issues related to zoning?

- Not enough preservation zones.
- Council needs to purchase farmland and keep it as farmland.
- The overall height of buildings shouldn't be too high.
- Limited vacant land available in commercial zones.
- Council doesn't comply with the plans and requirements through considering resource consents.
- The 2008 Town Centre Plan includes a riparian strip along Two Mile Creek. Subdivision has since occurred, and the riparian strip was not required.
- Should we consider relocating the main commercial centre on Wilson Road?
- Homes built on sand dunes need rock walls and these cost to be maintained.
- Without higher density housing zones planned in appropriate areas we extend into the green whenua unnecessarily.
- Zoning – no multi-unit zoning.
- How much growth does Waihī Beach want? This is a key consideration for zoning requirements.
- Every single individual needs to apply for resource consent, enough though all the neighbours are in the same zoning.
- Beachfront is already developed for housing. There is no room for more business type options e.g., beachfront cafes.
- Where will the children play?
- Families lose their inter-generational wealth due to inflexible zones and the inability to develop their property for future use.
- As a resort community as well as residential this produces financial pressure that impacts negatively on residents. There is a need to provide lower cost affordable housing.
- Taiao – ecology – ensure protection of environmental sites.
- Need to ensure protection of cultural sites such as pā, burial and sites of significance.
- Mahinga kai – ensure protection and access to food sources for all.
- Avoid, remedy, mitigate, enhance.

Create your thoughts about what the zoning map should look like working towards 2055.

In small groups of 3 people and a staff member, participants were instructed to bring together what they've learnt through participation in the Community Ideas Forum and pinpoint on a map what zoning for Waihī Beach should look like for 2055.

- Add a dot to the map
- On a flipchart indicate your numbered dot
- What is this (zone, land use etc)? Share why you have chosen this for here on the map.
- Think about what types of zones are needed in the future and suitable locations.

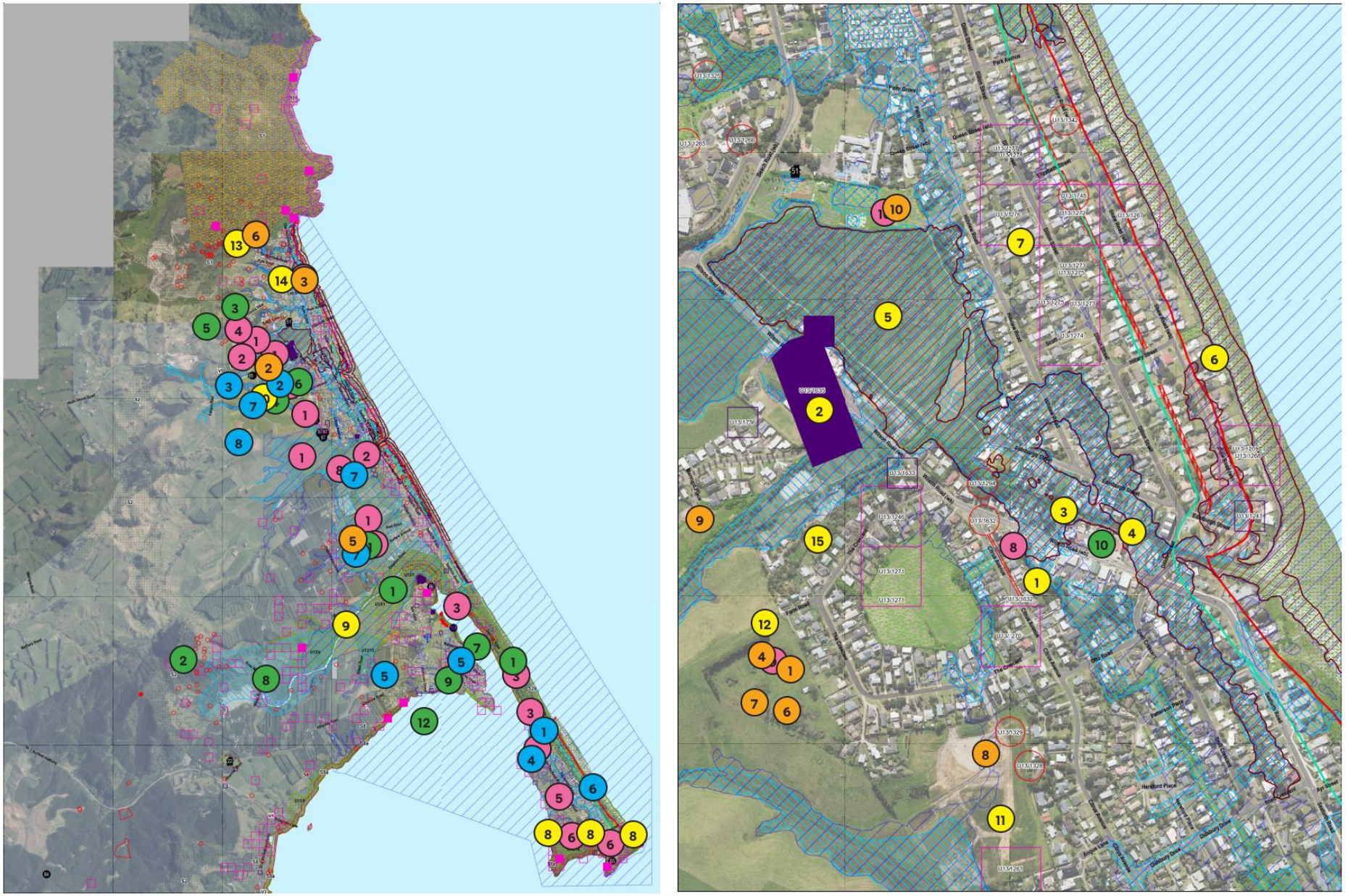


Table 1: Green dots

1	All wetlands and reserves are protected. This includes areas that are low lying and inundated for wetland.
2	Protecting cultural sites. No development unless full archaeological report is completed and the areas are protected.
3	Allow for more buildings on the same land. Next generations are happy to live in apartments.
4	Elevated areas for social development to ensure multigeneration.
5	Build into the sloped area as it seems the only place to go.
6	Reserves with sub zones – recreation, ecological. Not allow any development in these areas as they are precious commodities.
7	Subtidal should also have reserve classification.
8	Archaeological sites could be reserves. How can they be protected and kept safe, but used?
9	Commercial zone doesn't work well in the current location. It is partially Māori land. New commercial zone should be somewhere else.
10	Don't move this commercial zone – prefer commercial here rather than unsafe housing.
11	No industrial zone – should be focusing on tourism.
12	Hover craft to provide tourism to get people here from Tauranga.

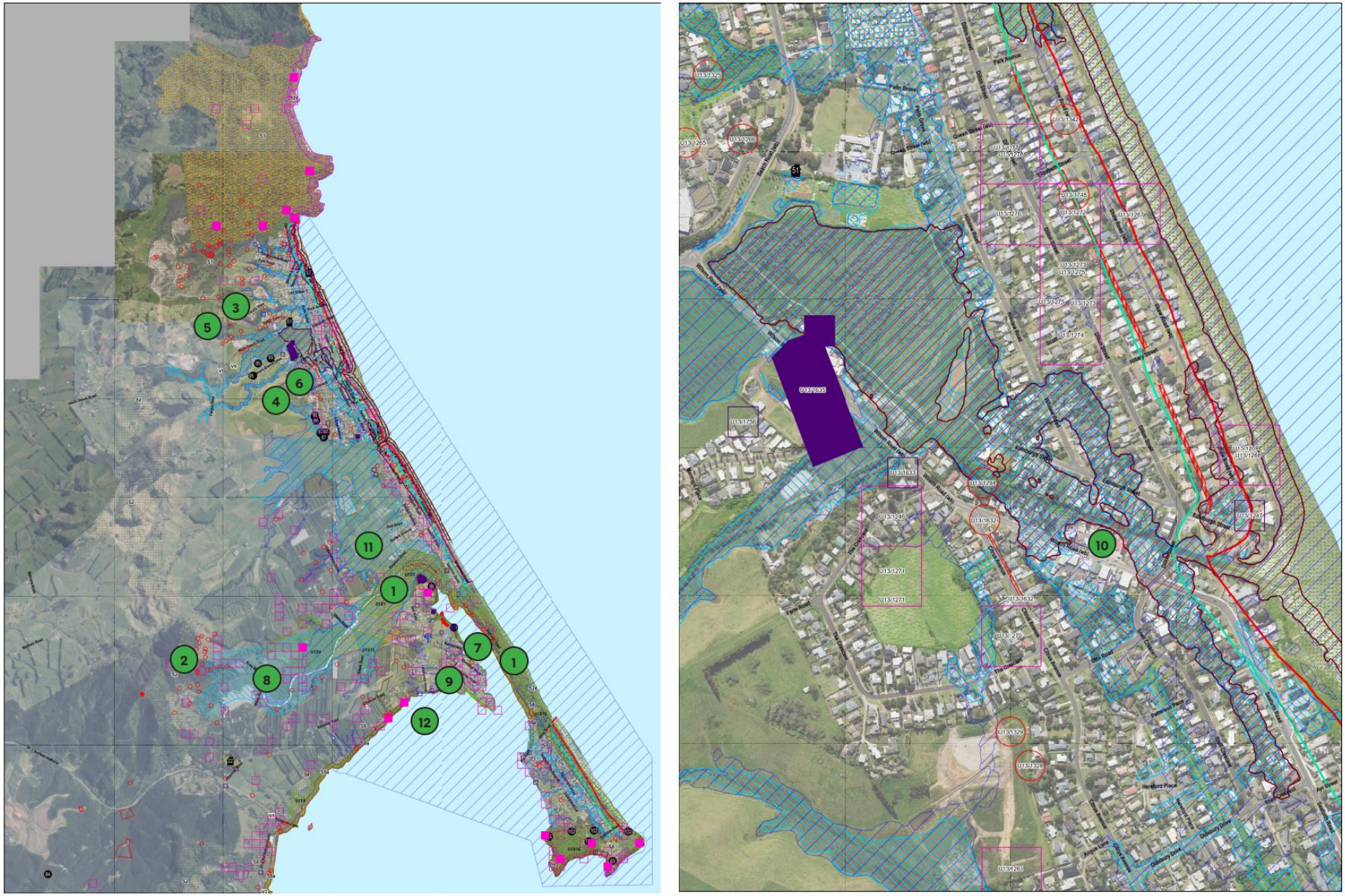

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Table 2: Yellow dots

1	Does there need to be more space at a higher ground level for the town centre to expand?
2	Is there a supermarket that would be able to go here?
3	Gathering/meeting space that's safe in the town centre – green space to have an ice-cream etc.
4	What to do with Two Mile Creek to make it an engaging space? E.g., Matakana cantilevered deck? This space needs to be more engaging.
5	No go. It's a key floodway and needs to be protected and enhanced.
6	Enforce the rules and acknowledge that coastal hazards apply to this area – from Brewers Park South along the coastline. Consider land swap to achieve open space.
7	Enable intensification on larger sites in amongst residential areas (rather than separate area).
8	No go. Protect cultural significance and enhance.
9	Flooding risk to the road and also straightening would enhance access and safety.
10	Consider this as an additional access point for evacuation – from Farm Road to Fergus Road.
11	Revive the subdivision.
12	Potential exit route and additional residential zoning.
13	Hauraki Iwi but Council owned land. Need to collaborate and understand their aspirations.
14	Beach Road Reserve – Medical Centre. It is Iwi land. Education purposes. Should be retained.
15	Some additional houses could be considered here.

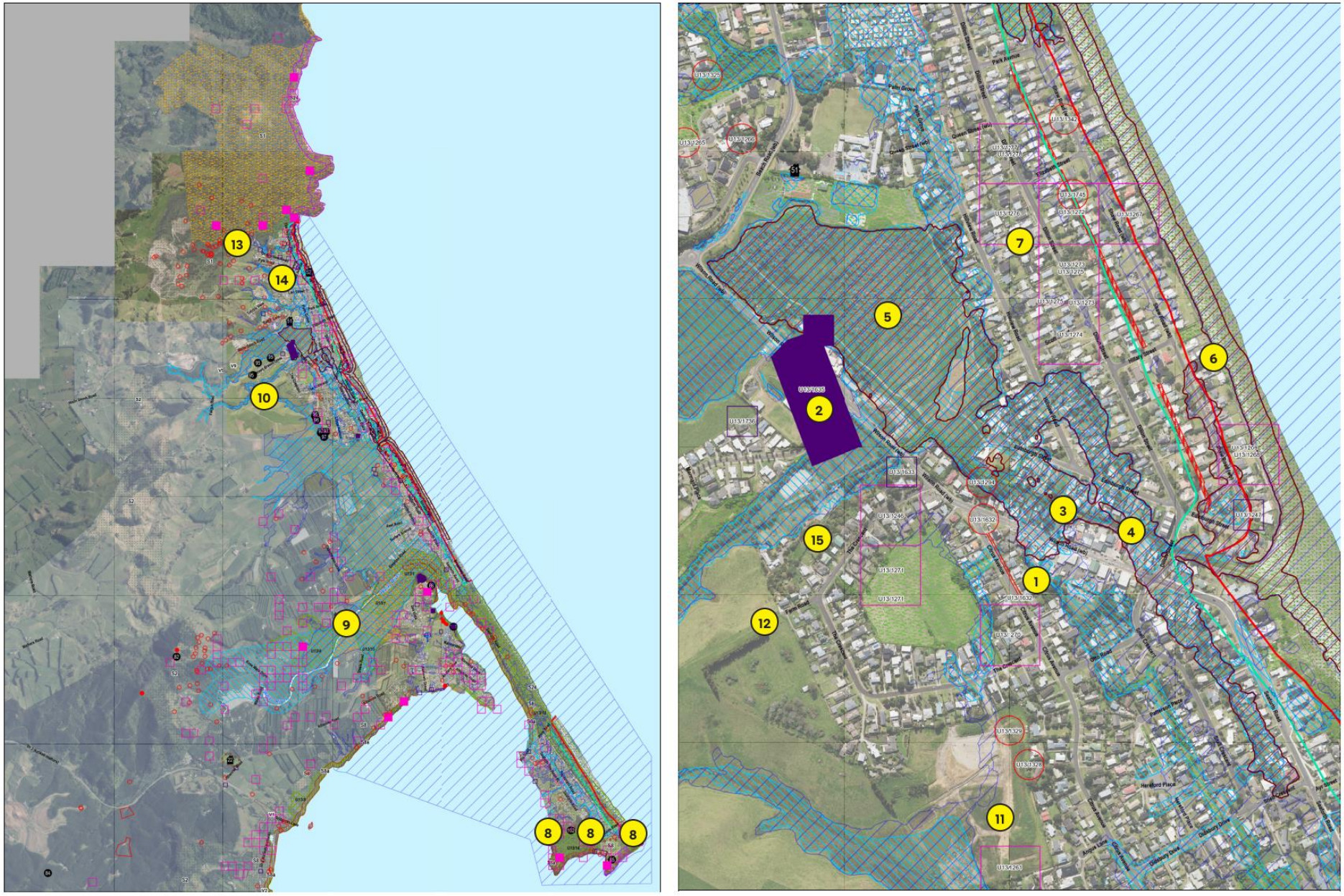

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Table 3: Blue dots

1	Stormwater pump has worked well. There should be more of them.
2	Maintain natural stormwater flows through the gully system.
3	Flat piece of land which is good for housing. The sloping slides are good for stormwater.
4	Good small sections here. This should be maintained.
5	Archaeological sites. Need to do more investigations to understand what is there.
6	This is a significant Pohutukawa tree. Should it be an archaeological site?
7	No go. Too floodable for any growth.
8	Fergus Road is good for development – no archaeological sites and has natural stormwater management through the gullys.

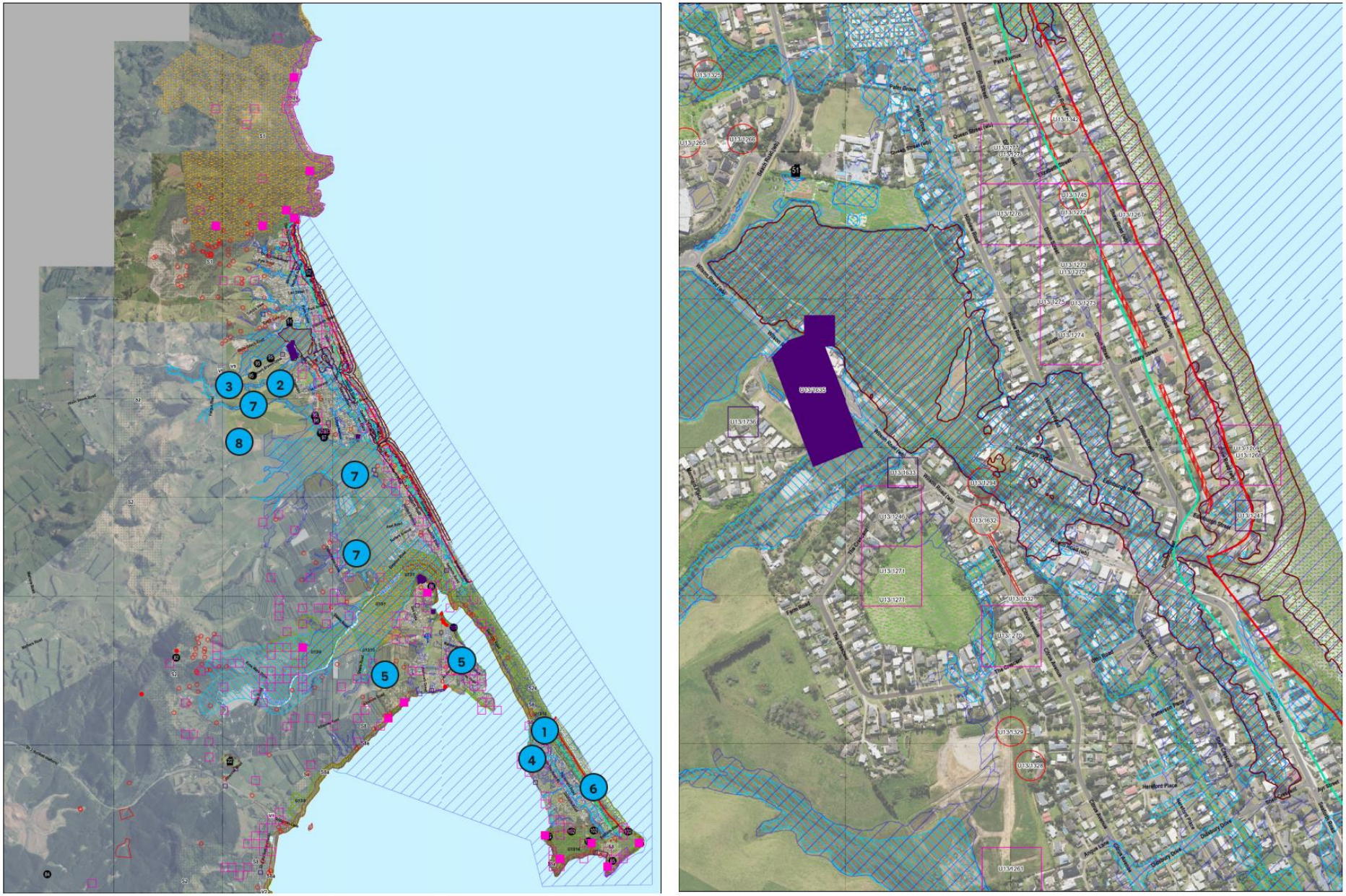

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Wilson Road (adj)
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Park Avenue
Fern Grove
Queen Street (adj)
Thistle Street
Hillary Street
Edmonton Street
Old Road
Fern Road
Hereford Place
Dalsbury Drive
Argus Lane
Ayr Street
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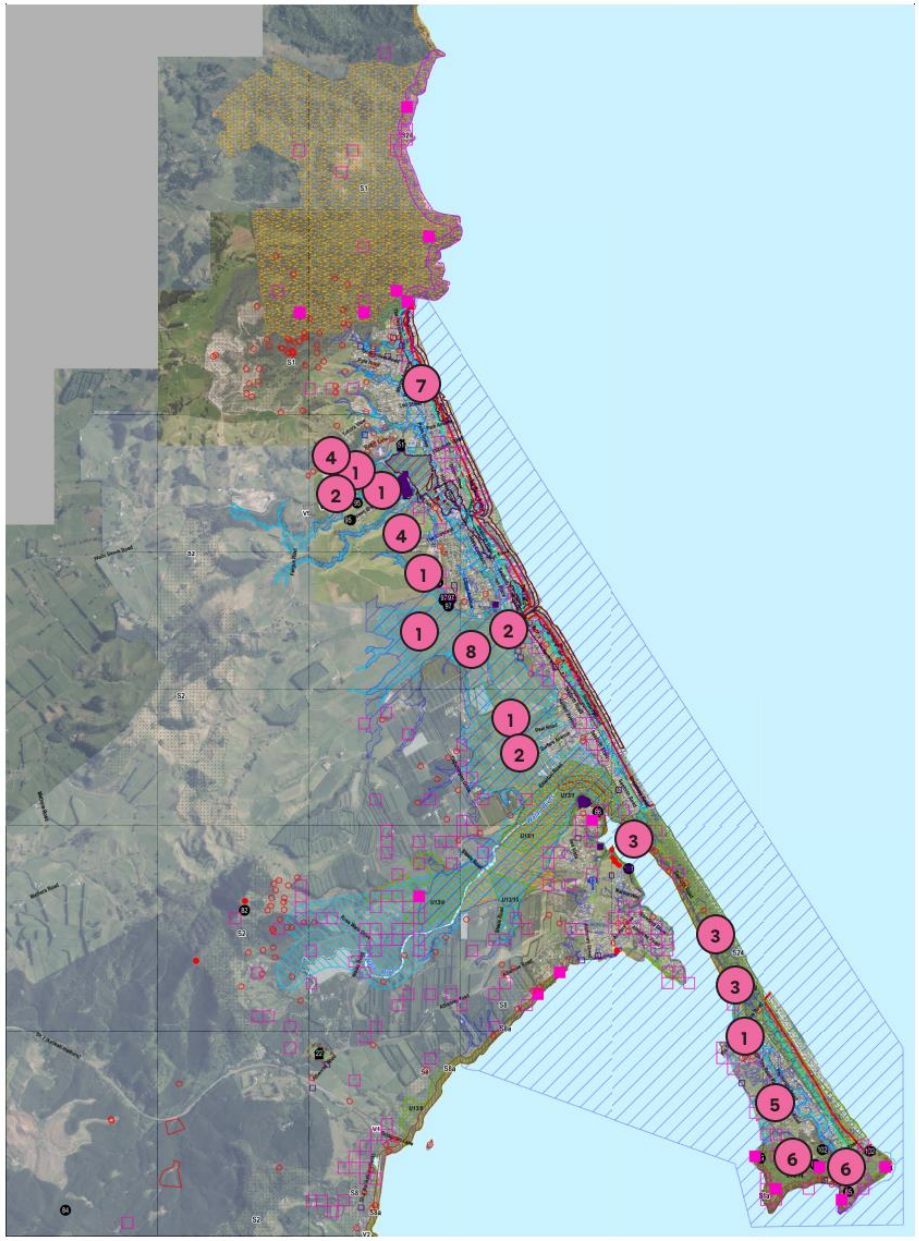
Table 4: Orange dots

1	Medical centre site – out of the flood zone and vacant land. It is an old orchard.
2	An alternative site for the medical centre – also out of the flood zone and on flat land.
3	Skate park location – need to ensure this gets included in the reserve plan.
4	Putting residential zone beside farm land. Roading to be planned sufficiently and adds further access.
5	The current airstrip. Change to a natural open space zone as this area floods and water can travel naturally.
6	School location – out of flood zone.
7	A community hub – out of flood zone.
8	Fix drainage in the abandoned development because it is causing flooding in Wilson Park.
9	Senior housing lease land, some rental properties (40%) and some owner occupied (60%) – options for 1, 2 or 3 bedroom and include a communal hub for mental wellbeing.
10	Improve access to reserve area for people who live on Shaw Road and Dillon Street in case of tsunami alert.


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Table 5: Pink dots

1	Low lying land should be kept and reinstated as wetland or stormwater mitigation e.g., parkland, walkways, natural environment education and rest areas.
2	Can develop but be considerate of soakage and drainage issues.
3	Reserve land being destroyed by pest plants. Needs to be reinstated to local endemic ecosystem.
4	Medium density housing of 3-4 story units with a view – options for studio and 1-3 bedroom apartments.
5	Connect Māori land to community infrastructure.
6	Protection of culturally significant sites.
7	Community garden location.
8	Council buy up land between Wilson Park and the village to provide connectivity.
9	Relocate the health centre to more land – medical centre with dentist, retirement village, health centre, pharmacy, secure care and enough parking.
10	Multi-purpose youth centre.


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11.10 MONTHLY FINANCIAL REPORT - 31 DECEMBER 2025

File Number: A7123610

Author: Jonathan Fearn, Chief Financial Officer

Authoriser: Matt Potton, Acting Group Manager Corporate Services

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the financial results and treasury position to Elected Members for the 6 months ended 31 December 2025.

This report also provides the Council with any current Treasury Policy breaches in relation to interest rate hedging, as identified in previous financial reports.

RECOMMENDATION

That the Chief Financial Officer's report dated 26 February 2026 titled 'Monthly Financial Report - 31 December 2025', be received.

SUMMARY

Attached is a summary of the financial performance for the period ended 31 December 2025 along with associated financial statements and analysis in **Attachment 1**.

The current budgets per the adopted annual plan, adjusted for Council approved carry forwards and have been phased monthly to best reflect forecasted timings by budget managers.

The format of this reporting has recently changed to place greater focus on capital expenditure and to provide more detailed explanations of variances and forecast commentary. This is intended to give clearer insight into the Council's financial performance and position, and to ensure Elected Members have the information necessary to meet their governance responsibilities and support informed decision-making.

As this is a quarterly report it includes further information on financial contributions and capital forecasting. Forecasts have been completed prior to the weather event in late January 2026. It is expected that significant changes will be required to forecasts following impact assessments. These forecasts will be updated and provided to Council as new financial information becomes available.

Due to the summer meeting schedule, the Monthly Financial Report – 30 November 2025 (**Attachment 2**) is provided with this report for information only, as it has been superseded by the 31 December 2025 report attached. Discussion should therefore focus on the 31 December 2025 report as it contains the most up-to-date information.

ATTACHMENTS

1. **Monthly Financial Report - 31 December 2025**
2. **Monthly Financial Report - 30 November 2025**

Pūrongo pūtea ia marama
Monthly Financial Report

Year to date
31 December 2025

Western
Bay of Plenty
District Council

Executive Summary

This report covers the six-month period to 31 December 2025. The Revised Budget referenced throughout reflects the adopted Annual Plan 2025/26, adjusted for Council-approved carry forwards from the 2025 financial year. The forecasted full year (FY) has been developed from regular programme control group forecasting, with a focus on Council projects. Revenue and expenditure forecasts are based on the year to date actuals against budget with assumptions changed for expected trends.

Forecasts have been completed prior to the weather event in late January 2026. It is expected that significant changes will be required to forecasts following impact assessments. These forecasts will be updated as new financial information becomes available.

Key Financial Metrics

For the period ended 31 December 2025	Actual YTD ($000)	Revised Budget YTD ($000)	Variance Actual v Budget YTD ($000)	%	As % of FY Budget %	Forecast FY Actuals ($000)	Revised FY Budget ($000)	Variance Forecast v Budget FY ($000)	%
Total revenue	97,191	93,727	3,464	4%	50%	198,008	194,009	3,999	2%
Total expenditure	(72,225)	(79,152)	6,927	9%	45%	(154,996)	(161,271)	6,275	4%
Total Surplus/(Deficit)	**24,966**	**14,575**	**10,391**	**71%**	**76%**	**43,012**	**32,738**	**10,274**	**31%**
Capital expenditure	66,060	70,487	4,427	6%	45%	153,635	147,334	6,301	(4%)
Total borrowings	205,000	n/a	n/a	-	-	278,571	278,571	-	0%
Net borrowings	193,229	n/a	n/a	-	-	n/a	n/a	n/a	-

- Capital Expenditure: $66m spent YTD vs. $70.4m budget.
  Recreation and Leisure is at 72% of its annual budget and $2.8m over budget year to date. This is driven by the $3.9m purchase of 474 Ōmokoroa Road (leased back to sellers, future active reserve). Offsetting this over budget amount is a $2.2m under budget from project delays in Ōmokoroa structure plan projects.
  In the Communities activity the Waihi beach library and service centre is $587k under budget YTD, due to the bulk of the project being completed, early, in FY2025.

The 109 Clark Road Strategic Property project has year-to-date expenditure of $701k against a nil budget for the financial year. The land was purchased in 2021 for reserve purposes, it has now been subdivided into four lots, and they are anticipated to sell by the end of the financial year. The overall project net cost of $9k provides Council with a 10Ha reserve.

Overall, Council has spent 44% of the annual capital budget with 50% of the year elapsed. Details of the forecasted $6.3m over budget is noted by activity below.

- Borrowings:
  - Total borrowings are $205m with an average cost of funds of 3.92%.
  - Net borrowings are $193m after $12m of cash holdings.
  - Actual borrowings are monitored weekly but are not budgeted on a monthly basis. Forecasted borrowings for year end remain at the year end budgeted level of $279m.

- Accounts Payable at $56m are higher than budget, this includes income received in advance from the September rates instalment of $5.4m (covering July–December or full year), with some ratepayers opting for full payment to secure the 3% discount and prepaid financial contribution revenue of $8.5m. Full details of revenue from financial contributions are discussed further in the report.

- Revenue: $97.2m YTD, broadly in line with budget of $93.7m. Subsidies and grants $4.5m above budget; Transportation (+$5.3m) Subsidies and grants are ahead of budget due mainly to the Ōmokoroa Structure Plan roading projects. The acceleration of these projects is currently compensating for general under recovery of NZTA subsidies associated with pavement renewals due to the renewals programme being behind schedule. These renewals are programmed to catch up before year end.

- Rates revenue (excluding metered water) is $1.1m above budget. Rating penalties are $1.5m year to date, $883k above budget year to date. The full year budget is $1.4m, Council policy drives P3 penalties on all late 2024/25 rates in January 2026, and P1 and P2 penalties on 2025/26 rates after the second instalment in March 2026. These will be over budget at year end at the P3 penalties are not budgeted for in AP26, and the amount is dependant on rate payer on-time payments.

- Regulatory revenue is $605k above budget, driven by higher consent applications and inspections.

- Total Expenditure: $6.9m under budget.
- The Datascape project is $2m under budget. This project is planned to be delivered over two financial years, and loan funded over five years. It is expected that costs will increase as the project completes the build phase and begins delivery and testing phases.
- The water Services CCO setup costs are $1.8m under budget year to date. While the due diligence phase is well with costs are being managed by TCC and are yet to be invoiced to our Council for our share. The budget for the financial year of $3.8m will be under at year end by $1.3m, this will be carried into the next financial year.
- Maintenance and operations are $2.4m under budget, this is mainly across the water utilities budgets ($1.9m). There have been no significant issues year to date in the wastewater or water supply network.
- The total revenue and total expenditure results in a surplus year to date of $25.0m compared to the $14.6m budget.

Capital Expenditure

Capital expenditure by activity as at 31 December 2025

	Note	Actual YTD ($000)	Revised Budget YTD ($000)	Variance Actual v Budget YTD ($000)	Variance Actual v Budget YTD %	Actual YTD as a % of FY Budget	Forecast FY Actuals ($000)	Revised FY Budget ($000)	Variance Forecast v Budget Full Year ($000)	Variance Forecast v Budget Full Year %
Corporate Services	1	1,998	1,416	(582)	(41%)	70%	3,386	2,842	(544)	(19%)
Communities	2	1,269	1,774	505	28%	54%	1,706	2,368	662	28%
Economic		1	55	54	98%	1%	111	110	(1)	(1%)
Recreation and Leisure	3	9,910	7,045	(2,864)	(41%)	72%	16,882	13,726	(3,157)	(23%)
Structure Plan	4	23,526	26,803	3,277	12%	41%	48,692	57,148	8,456	15%
Transportation	5	9,879	14,708	4,829	33%	36%	31,997	27,523	(4,474)	(16%)
Stormwater	6	1,254	2,353	1,099	47%	27%	3,839	4,587	748	16%
Waste Management	7	7,691	4,781	(2,911)	(61%)	36%	29,468	21,655	(7,813)	(36%)
Water Supply	8	10,531	11,475	944	8%	61%	17,552	17,297	(255)	(1%)
TOTAL		**66,060**	**70,487**	**4,427**	**6%**	**45%**	**153,635**	**147,334**	**(6,301)**	**(4%)**

green **+/- 5% or $250k** (smaller amount)
amber **+/- 6%-10% or $250k to $750k** (smaller amount)
red **+/- >10% or over $750k** (smaller amount)

Capital expenditure commentary

1. **Corporate Services** – is YTD $582k over budget. FY forecast $544k over budget.

- Strategic Property: The 109 Clark Road project has year-to-date expenditure of $701k and a nil budget for the financial year. Land purchased for reserve purposes in 2021 has been subdivided with fours lots anticipated to sell by the end of the financial year. This results in an overall project cost of $9k, and in 10Ha being retained by Council for reserve purposes.
- Strategic Property: Ōmokoroa Development is $210k under budget. This project relates to investigation and negotiation of strategic property acquisition and/or development, as required. There has been no requirement to use this budget, and none is anticipated during the year. The forecast year-end position is $420k under budget.
- IT Infrastructure Development is $150k over budget due to replacement of on-premise servers. It is forecast that full year will be on budget.
- The remaining budget variances from other projects in this activity total $59k under budget year to date.

2. **Communities** – is YTD $505k under budget. FY forecast $609k under budget.

- Katikati arts junction project is $167k over budget YTD. This is due to unexpected increase in weathertightness remediation. The full year budget for this project is $373k, however there is a current forecast of $429k, bringing the potential year end variance to $56k over budget.
- Waihi beach library and service centre is $587k under budget YTD, due to the bulk of the project being completed in FY2025. $80k has been assigned to this project from the Roading account for the build of a bus stop at the library. Minimal spend remaining on the project resulting in the project forecast to come under budget by $580k.
- Te Puke Natural Burials are $105k under budget with low demand year to date.
- The remaining budget variances from other projects in this activity total $20k under budget year to date and are forecasting $20k over budget for year.

3. **Recreation and Leisure** – is YTD $2.9m over budget. FY forecast $3.2m over budget.

- General reserve acquisitions continue to be over budget, by $3.9m year-to-date. This is the result of the acquisition of 474 Ōmokoroa Road (Storage facility) for $3.9m, as approved by Council on 24 July. On 16 December, a brought forward request of $2.8m was approved by Council for this project to cover the current year deficit, and this will be processed into the January financial statements.

- The Ōmokoroa Active Reserves project is $1m under budget and offsetting the costs of the purchase of 474 Ōmokoroa Road.
- The Dave Hume pool liner and bulkhead project is currently $266k under budget. The project is currently running on schedule, challenges with the new re-injection bore have increased costs, however the project is forecast to come in $150k under budget.
- The Centennial Park sports fields project is $145k over budget following additional works required on the tennis courts due to subsidence issues. The project is now complete, and the budget shortfall is to be offset by underspend in the District Asset Renewals budget which is $138k under budget.
- The Moore Park toilet project in Katikati is currently $109k over budget. The budget is phased to start in February 2026, however the funding agreement has progressed faster than anticipated and the first payment has been made ahead of schedule. The project is forecast to come in on budget at $329k.
- The Wilson Park project is $138k under budget due to timing. The build is anticipated to start later next year and is forecast to come in on budget of $341k for the financial year.
- The Panepane wharf replacement project is currently $299k over budget. The project was four months behind schedule and incurred additional costs mid-project to support a necessary redesign identified during construction. The forecast year-end position is $302k over budget.

4. **Structure Plan –** is $2.2m under budget. FY forecast $4.5m over budget.

- The Ōmokoroa roundabout is forecasted to come in well under budget, reflecting a significant saving. This project is largely Crown funded, and negotiations are underway with the Crown to understand if savings achieved will be shared with the Council. Ōmokoroa Urbanisation Stage 1 is currently forecasting to be overspent, but work is underway by the project team to bring this back within budget. Currently no decisions are being requested of Council.

5. **Transportation –** Is $4.8m under budget. FY forecast $4.5m over budget.

- The transportation capital maintenance programme is currently in year two of the three-year funding cycle from NZTA. The current period to date expenditure is under budget by $4.0m. The programme works will increase through summer; expenditure will increase in line with the summer programme.
- The Rangiuru Business Park Roading project is currently $531k under budget. Negotiations are underway with Quayside to begin works on Young Road which will result in the $1m Council allocation being used to partly offset this investment.
- Boucher Ave pavement work is currently running behind schedule. This has placed the project at risk of coinciding with Kiwi Fruit season. We are working with the contractor to understand how this is best managed.

6. **Stormwater** – is $1.1m under budget. FY forecast $748k under budget.

- Combined timing of projects is behind budget phasing.
- The Waihi Beach earth dam upgrade in design and consenting phase, the Waihi Beach Wallnutt Ave pipe renewals in design and consenting phase, Beach Road boardwalk renewal at procurement stage, and Waihi Beach Athenree improvements at procurement stage are all collectively below budget by $684k year to date. The projects combined are forecast to be under budget by $256k at year end.
- Waihi Beach Wilson Park/The Crescent is $260k below budget year to date and is still to be forecasted.
- Te Puke upgrades at Oxford and Boucher Streets are completed and delivered under budget by $119k.

7. **Waste management–** is $2.8m over budget. FY forecast $7.8m over budget.

- Te Puke treatment plant expenditure for December was large and is now $3.4m over budget year to date. McConnell Dowell, the contractor, has submitted two claims under their design and build contract. Construction is planned to start in February 2026. The projected expenditure in the current year is forecast to exceed budget by $11m; this is due to earlier completion of stages than planned in the budget. The project is expected to come in on the total project budget. Regular updates will be provided and brought forward of budgets will be sought as required.
- Waihi Beach treatment plant upgrade is under budget $251k year to date. The project is in procurement phase and is forecast to be under budget $3.5m at year end.
- Maketu treatment plant renewals are under budget $162k year to date. Delayed final design has impacted project progression. Forecast for year end is $158k below budget.
- Te Puke infrastructure rehabilitation is $210k under budget. The work is for replacing of a bridge containing a pipe. Construction started in October and is forecasted to be on budget at year end.

8. **Water supply** – is $944k under budget. FY Forecast $255k over budget.

- Pongakawa treatment plant upgrade is $845k under budget year to date. The project was delayed, with landowner negotiations taking longer than expected. The construction contract is currently in negotiation, updated costings are indicating that this will be over budget at year end by $617k, however Council is seeking clarification and a reduction during this process.
- Athenree and Wharawhara treatment plant upgrades were completed across FY2025 and FY2026 at $1.4m under budget, additionally the remaining budget for January to June 2026 of $0.5m will not be spent.

- The central supply zone water treatment plant UV project is completed with the commissioning of the new UV at Ohourere. Year to date spend is $542k under budget due halting construction of the second stage treatment plant improvement works. Pausing construction is to give Council the time to contemplate the options and improve scope definition. A carry forward request of $500k is likely at year end.
- The water mains upgrade at Boucher Ave is currently over budget by $494k year to date, however it is nearing completion, earlier than expected, and forecast to be under budget by $134k at year end.
- Central zone reticulation improvements are $232k over budget year to date and is expected to remain over at year end.
- The Youngson Road bore project was not completed in FY2025 due to an accident on site delaying progress, this resulted in costs of $190k being expensed in FY26. No further work is forecasted, and this will stay over budget by $190k for the year.
- The water main renewal at Kotahi Lane and Main St is now complete and is $165k over budget.
- Wharawhara reservoir improvements are completed at $386k and is unbudgeted. The over-spend is partly offset by under spend in western zone reservoir and pump renewals which are forecast to be under budget $110k.

Financial Statements

Whole of Council – Statement of Comprehensive Revenue and Expense

	Note	Actual YTD ($000)	Revised Budget YTD ($000)	Variance Actual v Budget YTD ($000)	Variance Actual v Budget YTD %	Actual YTD as a % of FY Budget	Forecast FY Actuals ($000)	Revised FY Budget ($000)	Variance Forecast v Budget FY ($000)	Variance Forecast v Budget FY %
Revenue										
Rates	1	57,856	56,357	1,499	3%	51%	114,500	113,003	1,497	1%
Subsidies and grants	2	26,038	21,531	4,507	21%	52%	51,670	51,670	0	0%
Development and financial contributions	3	4,667	7,955	(3,288)	(41%)	29%	15,910	15,910	0	0%
Fees and charges	4	5,955	5,339	616	12%	61%	10,325	9,725	600	6%
Interest revenue	5	350	142	208	146%	123%	700	284	416	146%
Other revenue		2,325	2,403	(78)	(3%)	47%	4,903	4,903	0	0%
Total revenue		**97,191**	**93,727**	**3,464**	**4%**	**50%**	**198,008**	**195,494**	**2,514**	**1%**
Expenses										
Personnel costs		17,774	18,340	566	3%	49%	35,500	36,268	768	2%
Depreciation and amortisation expense		15,727	15,727	-	0%	50%	31,455	31,455	(0)	(0%)
Finance costs		4,016	3,941	(75)	(2%)	51%	7,500	7,881	381	5%
Other expenses	6	34,708	41,144	6,436	16%	41%	80,541	85,667	5,126	6%
Total expenses		**72,225**	**79,152**	**6,927**	**9%**	**45%**	**154,996**	**161,271**	**6,275**	**4%**
Surplus/(deficit) before tax		**24,966**	**14,575**	**10,391**	**71%**	**76%**	**43,012**	**34,223**	**8,789**	**26%**

green **+/- 5% or $250k** (smaller amount)
amber **+/- 6%-10% or $250k to $500k** (smaller amount)
red **+/- >10% or over $500k** (smaller amount)

Financial performance commentary

1. **Rates –** is YTD $1.5m over budget. FY forecast $1.5m over budget.

- General rates are $205k over budget due to more ratepayer growth than budgeted for in the Annual Plan.
- Rates penalties processed year to date total $883k continue to be above budget. This includes 'P3' penalties applied in August to outstanding debtors from the previous financial year.
  Metered waters charges are $324k over budget due to timing cycle of meter readings against budget. If the consumption trend of the first six months continues through the remaining months it is forecast that this positive variance will be maintained.

2. **Subsidies & Grants** - is YTD $4.5m over budget. FY forecast on target with budget.

- Transportation subsidies and grants are $5.3m are ahead of budget due mainly to the Ōmokoroa Structure Plan roading projects. The acceleration of these projects is currently compensating for general under recovery of NZTA subsidies associated with pavement renewals due to the renewals programme being behind schedule. These renewals are programmed to catch up before year end.

3. **Development and financial contributions** – are YTD $3.3 under budget. Forecasts remain at budget levels at this time.

- A detailed analysis of financial contributions is provided below this section comparing actuals to budget by activity and FINCO scheme.

4. **Fees and charges -** is YTD $616K over budget. FY forecast $500k over budget.

- More resource consent and building consent applications and inspections have been received compared to budget year to date. While this increase is positive year to date, staff remain cautious around sustainability of this as it remains a volatile market.

5. **Interest revenue** – is YTD $208k over budget. FY is conservatively forecast at $200k over budget.

- More interest was earned than budgeted due to the first rates instalment invoiced in September resulting in more cash on hand than the flat phased interest budget. These gains are forecast to be maintained and likely increase during the remainder of the year.

Expenses

6. **Personnel costs –** YTD $566k under budget. FY forecast of $0.8m under budget.

- In December an analysis of personnel costs enabled capitalisation of $211k of direct project related costs. This analysis is continuing with a view to only capitalise employees who have a direct link to a project. These gains against budget are permanent and reflect an under budget forecast at year end of $0.8m.

7. **Other expenses** – YTD $6.4m under budget. FY forecast $5.1m over/under budget.

- The Datascape project is $2m under budget. This project is planned to be delivered over two financial years, and loan funded over five years. It is expected that costs will increase as the project completes the build phase and begins delivery and testing phases.
- The water Services CCO setup costs are $1.8m under budget year to date. While the due diligence phase is well underway and individual workstream budgets being confirmed costs are being managed by TCC and these are yet to be invoices to our Council for our share. It is forecast that the budget for the financial year of $3.8m will be under ay year end by $1.3m but that this cost will carry forward into the next financial year and part of the establishment phase continuation.
- Maintenance and operations are $2.4m under budget, this is mainly across the water utilities budgets ($1.9m). There have been no significant issues year to date in the wastewater or water supply network. Typically, Council has higher maintenance costs over the summer period as dry periods can put a strain on our water network. Also there has been no major flood events or stormwater issues that have required budget spend. Recent weather events in January are expected to affect spending within this budget. The financial impact is currently being assessed at the time of writing.
- Council has a year to date unrealised negative mark-to-market position on its interest rate swaps of $66.8k, this is unbudgeted and noncash in nature. This represents a $205k adverse movement year to date. The change reflects movements in market interest rates relative to Council's average hedged interest rate position. Council's current average cost of funds remains at 3.92%, which is below the budgeted interest rate assumption of 4.16%.

Financial contributions revenue

Activity	Finco Scheme	Note	Actual Year to date ($000)	Revised Budget YTD ($000)	Variance Actual v Budget YTD ($000)	Variance Actual v Budget YTD %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Transport	Rural	1	707	165	542	328%	330	214%
Transport	Urban Waihī Beach		7	10	(3)	(32%)	20	34%
Transport	Urban Katikati		132	54	78	144%	109	122%
Transport	Urban Ōmokoroa	2	383	1,257	(874)	(70%)	2,514	15%
Transport	Urban Te Puke		110	170	(60)	(35%)	339	32%
Transport	Strategic		269	405	(135)	(33%)	809	33%
Total Transport			**1,608**	**2,060**	**(452)**	**(22%)**	**4,121**	**39%**
Water Supply	Western Water		98	99	(1)	(1%)	198	50%
Water Supply	Central Water	2	147	484	(336)	(70%)	968	15%
Water Supply	Eastern Water		569	600	(31)	(5%)	1,200	47%
Total Water Supply			**815**	**1,183**	**(368)**	**(31%)**	**2,366**	**34%**
Total Reserves and Leisure			**674**	**972**	**(298)**	**(31%)**	**1,944**	**35%**
Wastewater	Waihī Beach		183	150	34	23%	299	61%
Wastewater	Katikati		269	283	(15)	(5%)	567	47%
Wastewater	Ōmokoroa	2	275	936	(661)	(71%)	1,872	15%
Wastewater	Te Puke		529	634	(105)	(17%)	1,267	42%
Wastewater	Maketu/Little Waihī		6	63	(57)	(91%)	125	4%
Total Wastewater			**1,262**	**2,065**	**(804)**	**(39%)**	**4,131**	**31%**
Stormwater	Waihī Beach		91	153	(61)	(40%)	305	30%
Stormwater	Katikati		28	186	(158)	(85%)	373	8%
Stormwater	Ōmokoroa	2	65	891	(825)	(93%)	1,781	4%
Stormwater	Te Puke		67	444	(378)	(85%)	889	7%
Total Stormwater			**251**	**1,674**	**(1,423)**	**(85%)**	**3,348**	8%
Total Natural Environment - Ecological			**56**	**-**	**56**	**100%**	**-**	**-**
Total financial contributions			**4,667**	**7,955**	**(3,288)**	**(41%)**	**15,910**	**29%**

Financial Contributions (FINCO) commentary

1. The Transportation Rural scheme is $542k over budget year to date. $218k relates to capacity and consumption charges that are not included in the budget, as FINCO models are residential models only.
   A further $324k of this over budget, relates to higher development levels at a higher FINCO charge than was originally planned. In the period to December 31.5 household equivalents (HHEs) units have been progressed against a budgeted 19 HHEs.

2. Impacting the activities of transport, wastewater, and stormwater is the Ōmokoroa development FINCOs which are $2.7m under budget year to date. Only 15 HHE's have been progressed this year to date against a budgeted 28 HHE's. As highlighted in the table as red variances this slower development has impacted Central water, the Ōmokoroa wastewater, stormwater and urban transport schemes.

Activity – Statement of Comprehensive Revenue and Expense

Corporate Service	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Corporate Services Revenue	3,842	2,619	1,223	47%	5,527	70%
Corporate Services Expenses	1,396	6,331	4,935	78%	12,496	11%
Corporate Services Surplus/(Deficit)	**2,446**	**(3,712)**	**6,158**	**166%**	**(6,968)**	**(35%)**

Revenue - is $1.2m over budget

- General rates are $205k over budget due to growth being higher than budgeted. Offsetting this is the increase in rates remissions which is $76k more than budgeted. We are anticipating another $130k of rates remissions at second Rates instalment which will result in these remissions being over budget by $152k, the actuals and forecast are in line with last year.
- Rates penalties processed year to date total $883k, these continue to be over budget. This includes 'P3' penalties applied in August to outstanding debtors from the previous financial year.
- Other revenue is over budget $94k largely due to Dividends revenue of $155k received from Council investments.
- Interest revenue is over budget 110k.

Expenses - is $4.9m under budget

- New ERP system $2m under budget. The project is expected to be delivered over 2 years and is loan funded over 5 years. Spend will occur over both this financial year and next. As noted above expenditure will increase as the project moves beyond the build phase.
- As noted above the three waters CCO setup costs are $1.8m under budget due to timing of the project.
- Finance costs are $1.5 million under budget due to noncash unrealised interest rate hedging movement and interest paid to other Council activities on internal reserves and current accounts being lower.

- Personnel and Personnel Related costs are $357k over budget. Staff cost recovery for the ERP project will be completed in January

which will reduce the personnel costs variance and the variance on the ERP project.

- Rating discounts (expense) are $306k over budget meaning more discounts than budgeted have been applied to ratepayers. Budgeting was too conservative compared to prior year discounts expensed.

Communities	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Communities Revenue	6,806	6,581	226	3%	13,578	50%
Communities Expenses	6,465	6,802	338	5%	13,382	48%
Communities Surplus/(Deficit)	**342**	**(221)**	**563**	**255%**	**196**	**174%**

Expenses - is $338k under budget

- Additional Levels of Service is under budget by $238k. The majority of this is due to the timing of spend on Community Hall Improvements operational projects, which are expected to be on budget for the year.
- Maintenance is $145k under, driven by lower Elder Housing costs in the first six months, as the new Heron Crescent build requires minimal maintenance.

Economic	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Economic Revenue	683	669	15	2%	1,337	51%
Economic Expenses	521	613	91	15%	1,225	43%
Economic Surplus/(Deficit)	**162**	**56**	**106**	**(190%)**	**112**	**145%**

Actuals are accepted as being in line compared to budget year to date.

Natural Environment	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Natural Environment Revenue	695	659	36	6%	1,317	56%
Natural Environment Expenses	857	951	94	10%	1,825	47%
Natural Environment Surplus/(Deficit)	**(162)**	**(292)**	**130**	**44%**	**(508)**	**24%**

Actuals are accepted as being in line compared to budget year to date.

Planning for the future	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Planning for the Future Revenue	2,161	2,153	8	0%	4,306	50%
Planning for the Future Expenses	1,968	2,140	172	8%	4,341	45%
Planning for the Future Surplus/(Deficit)	**192**	**13**	**179**	**(1396%)**	**(35)**	**(543%)**

Actuals are accepted as being in line compared to budget year to date.

Recreation and Open Spaces	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Recreation and Open Spaces Revenue	8,629	7,726	903	12%	15,767	59%
Recreation and Open Spaces Expenses	7,184	7,067	(117)	(2%)	14,116	51%
Rec & Open Spaces Surplus/(Deficit)	**1,445**	**660**	**785**	**119%**	**1,651**	**133%**

Revenue - is $903k over budget.

- Grants of $695k were received for the Katikati Pool, were unbudgeted. These were received from the Lotteries Commission, TECT, Katikati Lions and Dave Hume Pool Trust.
- Forestry harvesting proceeds are $372k over budget but these are offset by of harvest expenditure of $202k.
- Rental income is $308k over budget for the year, mainly due to annual rental received for lease of the Te Puke domain to the Te Puke high school (budget phasing) and new monthly lease of the Ōmokoroa storage facility.
- Financial Contributions are $298k under budget. Council has little influence on when developments are completed or when developers choose to pay their financial contributions to continue their developments. Please see the financial contributions table above for further details and discussion.

Expenses - Actuals are accepted as being in line compared to budget year to date.

Regulatory	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Regulatory Revenue	9,014	8,408	605	7%	15,960	56%
Regulatory Expenses	7,862	8,045	182	2%	16,021	49%
Regulatory Surplus/(Deficit)	**1,151**	**364**	**788**	**217%**	**(61)**	**1887%**

Revenue – is $605k over budget

- Consent applications and inspections are over budget, providing extra $500k of revenue.
- Dog Registration Fees 56k and Swimming Pool Audits 33k are also over budget.
- While this is positive year to date staff remain cautious around sustainability of this as it remains a very volatile market.

Expenses – is 182k under budget

- Personnel costs are under budget by 370k, Legal fees by 115k, offset with overspends on consultants 235k, and professional services 99k.

Representation	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Representation Revenue	2,415	2,415	0	0%	4,830	50%
Representation Expenses	2,302	2,321	19	1%	4,624	50%
Representation Surplus/(Deficit)	**113**	**95**	**19**	**20%**	**207**	**55%**

Actuals are accepted as being in line compared to budget year to date.

Solid Waste	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Solid Waste Revenue	3,383	3,244	139	4%	6,488	52%
Solid Waste Expenses	2,699	2,966	267	9%	5,923	46%
Solid Waste Surplus/(Deficit)	**683**	**278**	**405**	**146%**	**564**	**121%**

Expenses – is 267k under budget

- Maintenance is $124k under budget due to savings across multiple contracting services as well as bringing the Waste Education Programme in-house.
- Additional Levels of Service is $140k under due to timing of spend on multiple operational projects which are planned for the second half of the financial year.

Stormwater	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Stormwater Revenue	3,628	5,229	(1,601)	(31%)	10,458	36%
Stormwater Expenses	3,566	3,125	(441)	(14%)	6,249	57%
Stormwater Surplus/(Deficit)	**62**	**2,104**	**(2,042)**	**(97%)**	**4,209**	**5%**

Revenue - is $1.6m under budget.

- Developer financial contributions are $1.4m under budget. Council has little influence on when developments are completed or when developers choose to pay their financial contributions to continue their developments. Please see the financial contributions table above for further details and discussion.

Expenses – is $441k over budget.

- Internal interest cost on reserves is $684k more than budget. This is a charge from Council Treasury to the activity and is more accurately charged in actuals than in the budget calculations.
- Maintenance cost and utilities and rates costs are under budget by $123 and $74k respectively. With the recent storm event, maintenance expenditure is likely to increase in the coming months, reducing cost savings year to date.

Transportation	**Actual YTD ($000)**	**Revised Budget YTD ($000)**	**Variance ($000)**	**%**	**Revised FY Budget ($000)**	**Actual YTD as a % of FY Budget**
Transportation Revenue	37,349	32,888	4,461	14%	72,086	55%
Transportation Expenses	16,832	17,457	625	4%	38,416	44%
Transportation Surplus/(Deficit)	**21,836**	**15,431**	**5,086**	**33%**	**33,670**	**68%**

Revenue - is $4.4m over budget

- Subsidies and grants are ahead of budget due mainly to the Ōmokoroa Structure Plan roading projects. The acceleration of these projects is currently compensating for general under recovery of NZTA subsidies associated with pavement renewals due to the renewals programme being behind schedule. These renewals are programmed to catch up before year end.
- Vested assets are $575k under budget due to no transportation vested assets processed year to date. These are outside of Councils control and dependent on the timing of development.

Expenses – is 625k under budget

- Savings on Consultant & Legal fees 255k, and ALOS 110k the main areas.

Waste management	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Waste management Revenue	10,812	12,817	(2,005)	(16%)	27,739	41%
Waste management Expenses	10,858	11,029	171	2%	22,048	49%
Waste management Surplus/(Deficit)	**(46)**	**1,788**	**(1,834)**	**(103%)**	**5,691**	**9%**

Revenue - is $2m under budget.

- Developer financial contributions are under budget by $804k and subsidies are under budget by $931k. Council does not have the ability to drive the timing of developer activity. See above for further details and commentary on financial contributions.
- As noted above, subsidy claim for the Te Puke Gordon Street plant upgrade is currently below budget by $993k.

Expenses – Actuals are accepted as being in line compared to budget year to date.

Water supply	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Water supply revenue	7,774	8,320	(546)	(7%)	16,101	52%
Water supply expenses	9,713	10,307	594	6%	20,606	47%
Water supply surplus/(deficit)	**(1,939)**	**(1,987)**	**48**	**(2%)**	**(4,505)**	**29%**

Revenue – is $546k under budget.

- Developer financial contributions are under budget by $368k and subsidies are under budget by $523k. Council does not have the ability to drive the timing of developer activity. See above for further details and commentary on financial contributions.
- Metered water charges are above budget by $336k (11%), no pattern or seasonal trend is evident in historic district consumption charges as there are multiple factors affecting consumer usage.

Expenses – is $594k under budget.

- Maintenance expenditure is under budget $643k year to date as discussed above.

Balance Sheet

	Note	Actual YTD ($000)	Revised Budget YTD ($000)	30 June 2025 FY Actuals ($000)
Current assets				
Cash and cash equivalents		11,771	10,974	17,337
Receivables		30,568	23,328	30,821
Prepayments		3,590	2,224	1,662
Non-current assets held for resale	1	-	-	228
Derivative financial instruments	2	-	54	-
Total current assets		**45,929**	**36,580**	**50,048**
Non-current assets				
Derivative financial instruments	2	520	1,965	607
Other financial assets		14,320	13,731	14,529
Investment in associates		17,372	16,029	16,122
Property, plant and equipment		2,045,708	2,211,298	1,979,641
Intangible assets		3,603	3,598	3,602
Forestry assets		4,644	4,243	4,644
Total non-current assets		**2,086,166**	**2,250,865**	**2,019,145**
Total assets		**2,132,095**	**2,287,445**	**2,069,193**
Current liabilities				
Payables and deferred revenue	3	57,454	35,756	48,474
Derivative financial instruments	2	29	-	-
Borrowings and other financial liabilities		45,000	35,000	41,337
Employee entitlements		3,954	3,967	3,704
Provisions		32	1,903	32
Total current liabilities		**106,468**	**76,626**	**93,547**
Non-current liabilities				
Derivative financial instruments	2	558	-	469
Borrowings and other financial liabilities		160,000	243,571	135,000
Employee entitlements		6	14	6
Provisions		2	62	211
Total non-current liabilities		**160,565**	**243,647**	**135,686**
Total liabilities		**267,033**	**320,273**	**229,233**
Net assets		**1,865,062**	**1,967,172**	**1,839,960**
Equity				
Accumulated Funds		1,058,835	1,148,575	1,032,194
Reserves		806,227	818,597	807,766
Total equity		**1,865,062**	**1,967,172**	**1,839,960**

Financial position commentary:

1. The reduction in non-current assets held for resale is a result of the sale of Zespri shares that were sold in September 2025 and sale of Seeka in November 2025.

2. The net derivative financial instruments valued on 31 December 2025 is a liability of $67k compared to an asset of $138k on 30 June 2025. This is due to falling interest rates during that period.

3. Payables and deferred revenue are higher than budget and prior year. This is mainly due to income in advance which includes prepaid FINCO revenue and rates in advance.

Treasury

Debt position - No additional borrowings were required in December, retaining total borrowings at $205m on 31 December, with all borrowings being from the LGFA. Net debt (debt less cash) was $193m. Annual plan full-year total external borrowings forecast is $279m. Based on current cash forecasts it is anticipated that the next borrowing requirement will be $15m in late January or early February 2026.

Cost of funds and facilities - The cost of funds including margin was 3.92% on 31 December against the annual plan assumption of 4.16% and the LTP assumption of 5.06%. The weighted average term of drawn debt facilities was 2.43 years. Council has $30m in undrawn working-capital facilities ($20m ANZ, $10m LGFA).

Interest rate risk management - An additional $15m of interest rate swaps (at 3.885%) were executed in December. The interest rate risk management of 0–2 year category is now compliant above policy minimums.

On 3 December, the Reserve Bank New Zealand (RBNZ) reduced the Official Cash Rate (OCR) by 25 basis points to 2.25%. Despite this cut, the accompanying commentary was more hawkish than markets expected, resulting in interest rates rising across the curve.

On 31 December Council remained outside policy for the 2–5 year interest rate risk bucket. Supported by Bancorp, a notify order has been placed with banks targeting an interest rate swap at a level below 4%. This will support moving the 2–5 year range back towards policy. This order had not been executed as at December end.

Investments - As noted in the November finance report Council's Seeka shares were sold during November through Craigs Investment Partners. The shares sold for $4.47 per share, which represents a 12% increase in value since the sales process began. All Zespri and Seeka shares are now fully divested, with proceeds transferred to the general rate reserve.

The table below shows the interest rate hedging and policy settings:

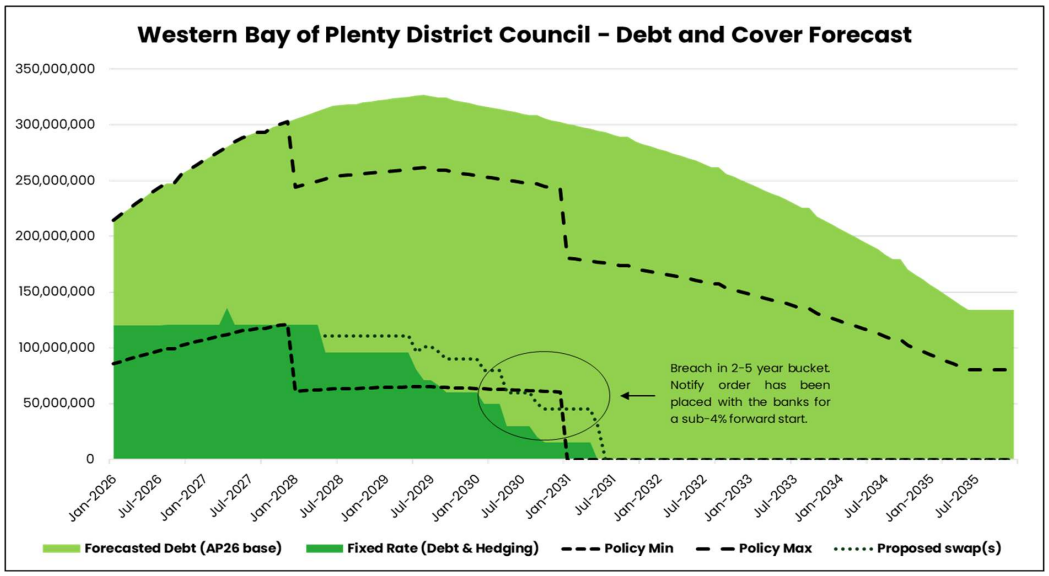
Interest Rate Risk Limits			
	Year 0 - 2	**Year 2 - 5**	**Year 5 - 10**
Minimum Policy Limit	40%	20%	0%
Maximum Policy Limit	100%	80%	60%
Minimum Hedge	40%	5%	0%
Maximum Hedge	57%	40%	5%
Compliant?	✓	X	✓

The below table shows the counterparty limits that Council has with our four commercial banking partners:

Counterparty limits			
Counterparty	**Actual**	**Total Limit**	**Compliant?**
ANZ	14,005,995	35,000,000	✓
BNZ	3,654,247	35,000,000	✓
ASB	3,170,548	35,000,000	✓
Westpac	-	35,000,000	✓
**Counterparty balances take into account all Cash, Term Deposits and Swaps. All drawn debt is with the LGFA*			

Monthly Financial Report – December 2025

The below table shows the borrowings and interest cover against Council policy:



The below table is the current borrowing position:

Current year borrowings - movement	
Opening Balance as at 1 July 2025	**$175m**
New borrowing/refinancing (floating)	*$25m*
New borrowing/refinancing (fixed)	*$20m*
Total new borrowing for FY	**$45m**
Repayment/refinancing of maturing debt	*$15m*
Gross Debt as at 30 November 2025	**$205m**

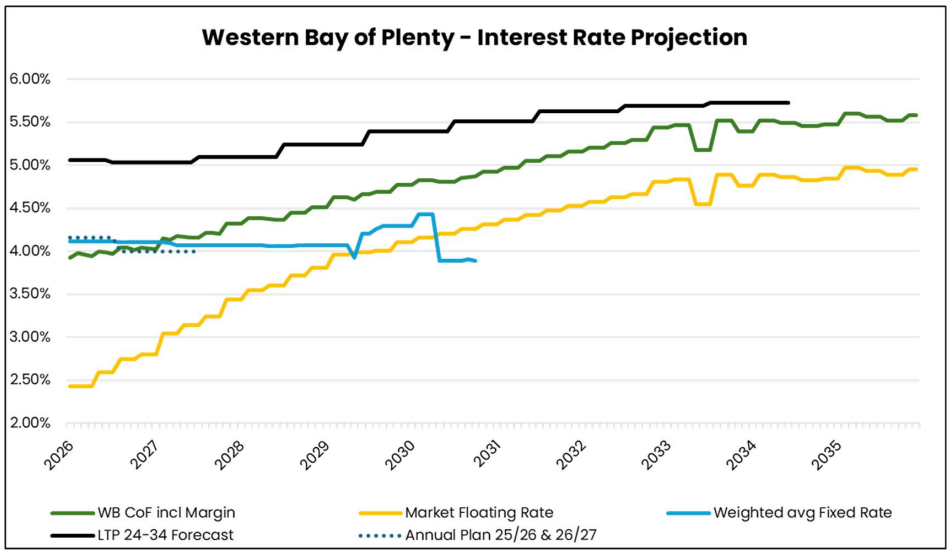
Funding Risk				
Years	**Minimum**	**Maximum**	**Actual**	**Policy**
0-3	15%	60%	53%	✓
3-7	20%	85%	47%	✓
7-15	0%	60%	0%	✓

Western Bay of Plenty District Council

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Monthly Financial Report – December 2025

This graph shows how Council compared to the market floating interest rates



Western Bay of Plenty District Council

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Pūrongo pūtea ia marama
Monthly Financial Report

Year to date
30 November 2025

Western
Bay of Plenty
District Council

1. Executive summary

This report covers the five-month period to 30 November 2025. The Revised Budget referenced throughout reflects the adopted Annual Plan 2025/26, adjusted for Council-approved carry forwards from the 2025 financial year.

Key financial metrics

For the period ended 30 November 2025	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised Budget FY ($000)	As % of FY Budget %
Total revenue	81,468	78,550	2,918	4%	195,494	42%
Total expenditure	(60,600)	(65,746)	5,146	8%	(161,271)	38%
Total surplus/(deficit)	**20,868**	**12,804**	**8,064**	**63%**	**34,223**	**64%**
Capital expenditure	50,720	61,187	10,467	17%	147,334	34%
Total borrowings	205,000	278,571	73,571	26%	278,571	n/a
Net borrowings	180,702	267,597	86,895	32%	267,597	n/a

- Capital expenditure: $50.7m spent YTD vs. $61.2m revised budget. Recreation and Leisure is 71% of its annual budget and $3.2m over its evenly phased budget, driven by a $3.9m purchase of 474 Ōmokoroa Road (leased back to sellers, a future active reserve). Offsetting this, Structure Plans continue to be under budget by $5.2m due to delays in timing of the Ōmokoroa projects, however these do continue to be on track for completion this year. Overall, Council has spent 34% of the annual capital budget with 42% of the year elapsed.

- Borrowings: Total borrowings at 30 November were $205m at an average cost of funds of 3.97%. Net borrowings were $181m after netting the $24m cash on hand. Budget borrowings at 30 June 2026 are $279m, the budgeted net debt to revenue is 152%, which is within the 200% limit set by council

- Revenue: Total revenue is $81.5m year to date. This is broadly in line with budget of $78.6m.
    - Financial contributions are $3.4m behind budget, the timing of this revenue stream is outside of Council's control, and it is noted that development has been slower than anticipated year to date.
    - Subsidies and grants are $3.5m ahead of budget. This has been driven by NZTA subsidy for Ōmokoroa projects.

  - Regulatory revenue continues to be above budget, by $576k, driven by higher consent applications year to date.

- Total Expenditure: $5.1m under budget, driven by:
  - Timing of the spend to date against the phasing of the budget for Datascape ERP implementation is under budget by $1.8m. The ERP project is forecast to be expensed and delivered over two financial years, and is loan funded over five years.
  - Due diligence and establishment costs for the new waters CCO are also under budget year to date $1.6m. Spend on this project will occur over both this financial year and next.

- Surplus: YTD surplus of $20.9m is ahead of the budgeted surplus of $13.3m, and $12.5m at the same time last year, with the current expenditure lower than what was phased in the budget.

- Accounts payable at $56m, are higher than budget, primarily due to income in advance from the September rates instalment covering July–December or in some cases the full rating year, with some ratepayers opting for full payment to secure the 3% discount.

2. Capital Expenditure

Capital expenditure by activity as at 30 November 2025

	Note	Actual Year to date ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Corporate Services	1	1,528	1,179	(348)	(30%)	2,842	54%
Communities	2	1,103	1,676	573	34%	2,368	47%
Economic		0	46	46	99%	110	0%
Recreation and Leisure	3	9,810	6,567	(3,243)	(49%)	13,726	71%
Structure Plan	4	19,200	24,378	5,178	21%	57,148	34%
Transportation	5	8,465	12,000	3,535	29%	27,523	31%
Stormwater	6	1,215	2,136	922	43%	4,587	26%
Waste Management	7	1,060	3,113	2,053	66%	21,655	5%
Water Supply	8	8,337	10,014	1,677	17%	17,297	48%
TOTAL		**50,720**	**61,187**	**10,468**	**17%**	**147,334**	**34%**

green **+/- 5% or $250k** (smaller amount)
amber **+/- 6%-10% or $250k to $750k** (smaller amount)
red **+/- >10% or over $750k** (smaller amount)

Capital expenditure commentary

1. **Corporate Services** – is $348k over budget.

- Strategic Property
- The 109 Clark Road project has expenditure year to date of $427k, this project has a nil budget for the financial year. Land purchased for reserve purposes in 2021 has been subdivided with fours lots anticipated to sell by the end of the financial year. This results in an overall project cost of $9k, and in 10Ha being retained by Council for reserve purposes.
- Ōmokoroa development expenditure is $175k under budget. This project relates to investigation and negotiation of strategic property acquisition or development as required. There has been no requirement for these funds this year, nor is there anything currently anticipated for the remainder of the year.
- IT infrastructure development is $162k over budget due to the timing of replacement of on-premise servers. It is forecast that full year will be on budget.
- The remaining projects have budget unders and overs totalling $66k under budget year to date.

2. **Communities** – is $573k under budget**.**

- Katikati arts junction project is $197k over budget YTD. This is due to unexpected increase in weathertightness remediation. The full year budget for this project is $373k, however the current full year forecast remains at $429k, with a potential year end variance being $56k over budget.
- Waihi beach library and service centre is $712k under budget YTD, due to the bulk of the project being completed in FY2025. Approximately $40k of expenses remain for this project resulting in a forecast for the library to come in $672k under budget for the year.
- Te Puke Natural Burials are $88k under budget with low demand year to date.
- The remaining projects have budget unders and overs totalling $31k over budget year to date.

3. **Recreation and Leisure** – is $3.2m over budget.
The acquisition of 474 Ōmokoroa Road (storage facility) for $3.9m, as approved by Council on 24 July, was a large purchase early in the financial year. The phasing of the budget does not align to the timing of this purchase. On 16 December a brought forward request of $2.8m was approved by Council for this project to cover the current year deficit.

- The Ōmokoroa active reserves project is $1m under budget and offsetting the costs of the purchase of 474 Ōmokoroa Road.
- The Dave Hume pool liner and bulkhead project is currently $190k under budget. The project is currently running on schedule, challenges with the new reinjection bore have increased costs, however the project is currently forecast to come in $150k under budget.
- The Centennial Park sports fields project is $205K over budget due to additional works required on the tennis courts for subsidence issues. The project is now complete, and the budget shortfall is to be offset by underspend in the District Asset Renewals budget.
- The Panepane wharf replacement project is $299k over budget. The project was four months behind schedule and incurred additional costs mid-project to support a necessary redesign identified during construction. The forecast year-end position is $302k over budget.

4. **Structure Plan** – is $5.2m under budget.

- Majority of the variance is due to the timing of the delivery of the various significant Ōmokoroa structure plan projects.
- The Ōmokoroa roundabout is currently $1.5m under budget but on track to be completed this financial year.
- Ōmokoroa Road urbanisation stage two is $2.7m under budget and tracking one month behind delivery. This is part of large multi year projects and as noted to Council in the budget carry forward approval process in September delays were possible of up to two to three months into FY2027. At this stage it is anticipated that the project will be under budget at year end and a carry forward into FY2027 will be requested.
- Other urban structure plans are under budget by $843k. The majority of this being in Te Puke structure plan of $314k due to delays in delivery of projects.

5. **Transportation –** Is $3.5m under budget.

- The transportation capital maintenance programme is currently in year two of the three-year funding cycle from NZTA Waka Kotahi. The year to date expenditure is under budget by $2.3m. The programme works increase through summer, expenditure will increase and is forecasted to overspend by $2.4m for the year. Budgets may be required to be brought forward from FY 2027 (year three).
- The Rangiuru Business Park roading project is currently $442k under budget. This project has no expected project delivery in FY2026, the full year budget of $1.0m is expected to be unspent and there is no budget in AP27 for this project.
- Expenditure on the replacement of the No.4 Road bridge is $933k over budget for the year to date. The project is expected to be completed within its original $6.6m budget. The variance is due to the expected timing and underspend in FY25.

6. **Stormwater** – is $922k under budget.

- Combined timing of projects is behind budget phasing
  Wallnutt Ave pipe renewals is in concept design phase and is forecast to be on budget at year end.
  Beach Road boardwalk renewals are being procured with construction to be completed later this year.
  Boucher Ave upgrades are bundled together with roading upgrades for construction and is under construction also expected to be completed later this year.

7. **Waste management** – is $2.1m under budget**.**

- Te Puke treatment plant spend is $1.3m under budget due to timing of project progress, this is a multi year project. By year end, it is expected the project will be ahead of the original budget schedule. Resulting in this capital expenditure being over budget for 2026 year and under budget in 2027.
- Maketu treatment plant renewals are $191k under budget. Design is still being worked through which has delayed construction. Project is expected to be on budget at year end.
- Te Puke infrastructure rehabilitation is $180k under budget. The work is for replacing of a bridge containing a pipe. Construction started in October and will be completed later this financial year.
- A further 19 projects have budget unders and overs totalling $329k under budget year to date.

8. **Water supply** – is $1.7m under budget.

- Pongakawa treatment plant upgrade is $489k under budget. The project was delayed, with landowner negotiations taking longer than expected. The construction contract is now under negotiation. Construction is expected to be completed August 2026 with $300k likely to be pushed into the 2027 financial year.
- The central supply zone water treatment plant UV project completed with the commissioning of the new UV at Ohourere. Year to date spend is $542k under budget due halting construction of the second stage treatment plant improvement works. Pausing construction is to give Council the time to contemplate the options and improve scope definition. A carry forward request of $500k is likely at year end.
- The Athenree and Wharawhara treatment plant upgrades were completed across FY2025 and FY2026 at $1.3m under budget, additionally the remaining budget for January to June 2026 of $0.3m will not be spent.

3. Financial Statements

3.1 Whole of Council –

Statement of Comprehensive Revenue and Expense

	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Revenue						
Rates	48,533	47,051	1,481	3%	113,003	43%
Subsidies and grants	22,364	18,314	4,050	22%	51,670	45%
Development and financial contributions	3,236	6,629	(3,393)	(51%)	15,910	20%
Fees and charges	5,216	4,656	561	12%	9,725	54%
Interest revenue	299	118	181	153%	284	105%
Other revenue	1,820	1,782	39	2%	4,903	37%
Total revenue	**81,468**	**78,550**	**2,918**	**4%**	**195,494**	**42%**
Expenses						
Personnel costs	14,952	15,146	194	1%	36,268	41%
Depreciation and amortisation expense	13,106	13,106	-	0%	31,455	42%
Finance costs	3,362	3,284	(78)	(2%)	7,881	43%
Other expenses	29,180	34,210	5,030	15%	85,667	34%
Total expenses	**60,600**	**65,746**	**5,146**	**8%**	**161,271**	**38%**
Surplus/(deficit) before tax	**20,868**	**12,804**	**8,064**	**63%**	**34,223**	**64%**

green **+/- 5% or $250k** (smaller amount)
amber **+/- 6%-10% or $250k to $500k** (smaller amount)
red **+/- >10% or over $500k** (smaller amount)

Financial performance commentary

1. **Rates –** are $1.5m over budget.

- General rates are $173k over budget due to more ratepayer growth than budgeted for in the Annual Plan.
- Rates penalties processed year-to-date total $883k continue to be above budget. This includes 'P3' penalties applied in August to outstanding debtors from the previous financial year. Details of accounts receivable will be presented in the December financial report.

- Metered water charges are $371k over budget due to timing cycle of meter readings against budget. It is too early in the financial year and billing cycles to confirm if this will remain a positive variance throughout the financial year.

2. **Subsidies & Grants** - are $4.1m over budget.

- Transportation are $3.8m above budget due to the Ōmokoroa project timing. Current expectations are that costs, and these subsidies will be under budget by $0.5m at year end.
- Subsidy claims for the Te Puke Gordon Street plant upgrade and the eastern supply zone wastewater project are currently below budget. This is primarily due to the timing of claiming and receiving contributions relating to the Rangiuru Business Park development.

3. **Financial contributions** - are $3.4m under budget.

- Budget timing of this revenue stream is a challenge as it is dependent on the timing of developments in our district. Traditionally this income is lumpy in nature. A split of financial contributions will be included in the December report and a development trends monitoring report will be presented to Council in the new year to provide greater detail on development in the district.

4. **Fees and charges -** are $561K over budget.

- More resource and building consent applications have been received compared to budget for the first five months. While this is positive year to date, staff remain cautious around sustainability of this as it remains a volatile market.

5. **Interest revenue** – is $181k over budget.

- More interest was earned than budgeted due to the first rates instalment invoiced in September resulting in more cash on hand than the flat phased interest budget.

Total expenses

6. **Other expenses** - $5m under budget.

- The new Datascape ERP system is currently $1.8m under budget. This project is planned to be delivered over two years and is loan funded over five years. Expenditure will be incurred over both this financial year and next. It is expected that expenditure will increase as the project moves into the build phase in December and January, followed by testing from February.
- The water Services CCO setup costs are $1.6m under budget. Due diligence has commenced with individual workstream budgets being confirmed by the multi-council project team. Commitments are being made with independent consultants.
- Maintenance and operations are $1.8m under budget, this is mainly across the waters activity budgets ($1.6m)

- There is a non-cash unrealised negative position in our interest rate swaps of $266k (movement of $404k YTD) this item is not budgeted for. This has improved by $536k since October with a rise in market interest rates however an unbudgeted negative year to date position remains at this time. This position will move each month as market interest rates move. The losses (or gains) are not realised unless the swap positions are exited.
  With these interest rate swaps included our current average cost of funds is 3.97%, which remains below the budgeted interest rate assumption of 4.16%.

3.2 Activity – Statement of Comprehensive Revenue and Expense

Corporate Service	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Corporate Services Revenue	3,481	2,270	1,211	53%	5,527	63%
Corporate Services Expenses	1,723	5,290	3,567	67%	12,496	14%
Corporate Services Surplus/(Deficit)	**1,758**	**(3,020)**	**4,778**	**158%**	**(6,968)**	**-25%**

Revenue - is $1.2m over budget

- General rates are $173k over budget due to growth being higher than budgeted. Offsetting this is the increase in rates remitted which is $76k more than budgeted.
- Penalties are $883k over budget, due to more penalties than budgeted being charged. A review of receivables will be presented in the December financial report.
- Dividends revenue of $156k has been received from Council investments, this adds to the over budget variance.

Expenses - is $3.5m under budget

- New ERP system $1.8m under budget as noted previously.
- Three waters CCO setup costs $1.6m under budget as noted previously.
- Finance costs are $1.1 million under budget due the noncash unrealised interest rate hedging movement and interest paid to other council activities on internal reserves and current accounts being lower.
- Personnel and personnel related costs are $570k over budget. Minimal staff cost capitalisation against a budget of $759k is partly offset by reduced salary costs of $79k year to date. Capitalisation of staff costs will be completed from December and this will reduce the personnel costs variance.

- Rating discounts (expense) are $307k over budget meaning more discounts than budgeted have been applied to ratepayers. Budgeting was too conservative compared to prior year discounts expensed.

Communities	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Communities Revenue	5,559	5,484	75	1%	13,578	41%
Communities Expenses	5,502	5,741	239	4%	13,382	41%
Communities Surplus/(Deficit)	**57**	**(257)**	**314**	**122%**	**196**	**29%**

Actuals are accepted as being in line compared to budget year to date.

Economic	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Economic Revenue	569	557	12	2%	1,337	43%
Economic Expenses	458	591	133	22%	1,225	37%
Economic Surplus/(Deficit)	**111**	**(34)**	**145**	**429%**	**112**	**99%**

Actuals are accepted as being in line compared to budget year to date.

Natural Environment	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Natural Environment Revenue	567	549	18	3%	1,317	43%
Natural Environment Expenses	818	489	(330)	(67%)	1,825	45%
Natural Environment Surplus/(Deficit)	**(251)**	**60**	**(312)**	**517%**	**(508)**	**50%**

Expenses - are $330k over budget

- This is primarily due to timing of expenditure compared to budget phasing and although it is a slightly worse position compared to October, it is expected to be in line with budget by December 2025.

Planning for the future	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Planning for the Future Revenue	1,800	1,794	6	0%	4,306	42%
Planning for the Future Expenses	1,635	1,762	127	7%	4,341	38%
Planning for the Future Surplus/(Deficit)	**165**	**32**	**133**	**415%**	**(35)**	**(466%)**

Actuals are accepted as being in line compared to budget year to date.

Recreation and Open Spaces	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Recreation and Open Spaces Revenue	7,072	6,230	842	14%	15,767	45%
Recreation and Open Spaces Expenses	5,723	5,883	160	3%	14,116	41%
Rec & Open Spaces Surplus/(Deficit)	**1,349**	**347**	**1,002**	**289**	**1,651**	**82%**

Revenue - is $842k over budget

- Grants received for the Katikati Pool totalled $695k, were unbudgeted. These were received from the Lotteries Commission, TECT, Katikati Lions and Dave Hume Pool Trust.
- Forestry harvesting proceeds are $371k over budget but are offset by the harvest expenditure of $202k.
- Rental income is $251k over budget for the year, mainly due to annual rental received for lease of the Te Puke domain to the Te Puke high school (budget phasing) and new monthly lease of the Ōmokoroa storage facility.

Regulatory	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Regulatory Revenue	7,787	7,210	576	8%	15,960	49%
Regulatory Expenses	6,479	6,677	198	3%	16,021	40%
Regulatory Surplus/(Deficit)	**1,307**	**533**	**774**	**145%**	**(61)**	**2143%**

Revenue – is $576k over budget

- Consent applications are over budget, providing extra $576k of revenue, as noted above.

Expenses – is $198 under budget

- Personnel costs are lower $269k, due to vacancies not filled. This is offset by higher consultant fees of $122k.

Representation	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Representation Revenue	2,011	2,013	(2)	(0%)	4,830	42%
Representation Expenses	1,934	1,928	(6)	(0%)	4,624	42%
Representation Surplus/(Deficit)	**77**	**85**	**(8)**	**(10%)**	**207**	**37%**

Actuals are accepted as being in line compared to budget year to date.

Solid Waste	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Solid Waste Revenue	2,849	2,703	146	5%	6,488	44%
Solid Waste Expenses	2,268	2,469	201	8%	5,923	38%
Solid Waste Surplus/(Deficit)	**581**	**234**	**347**	**148%**	**564**	**103%**

Actuals are accepted as being in line compared to budget year to date.

Stormwater	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Stormwater Revenue	3,052	4,357	(1,306	(30%)	10,458	29%
Stormwater Expenses	3,012	2,604	(408)	(16%)	6,249	48%
Stormwater Surplus/(Deficit)	**40**	**1,754**	**(1,714)**	**(98%**	**4,209**	**1%**

Revenue - is $1.3m under budget.

- Developer financial contributions are $1.2m under budget, as previously noted

Expenses – are $408k over budget.

- Internal interest cost on reserves is $545k more than budget. This is a charge from Council Treasury to the activity and is more accurately charged in actuals than in the budget calculations.

Transportation	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Transportation Revenue	31,706	28,021	3,685	13%	72,086	45%
Transportation Expenses	14,004	14,538	534	4%	38,416	36%
Transportation Surplus/(Deficit)	**17,702**	**13,482**	**4,220**	**31%**	**33,670**	**55%**

Revenue - is $3.7 over budget

- Subsidies and Grants are $4.4m over budget mainly due to Ōmokoroa Roundabout project timing. Current expectations are that costs, and these subsidies may be under by $0.5m at year end.
- Vested assets are $479k under budget due to no transportation vested assets processed year to date. This is outside on Council control and dependent on the timing of development.

Wastewater	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Wastewater Revenue	8,772	10,375	(1,603	(15%)	27,739	32%
Wastewater Expenses	8,767	9,187	420	5%	22,048	40%
Wastewater Surplus/(Deficit)	**4**	**1,187**	**(1,183)**	**(100%)**	**5,691**	**0%**

Revenue - is $1.6m under budget.

- Developer financial contributions are under budget by $915k
- Subsidies are under budget by $522k for the Te Puke Gordon Street plant upgrade and the eastern supply zone wastewater project as noted above.

Expenses – is $420k under budget.

- Maintenance expenditure is under budget $1.2m.
- Internal interest expenditure is $830k over budget for this activity because of an incorrect budget interest calculation.

Water Supply	Actual YTD ($000)	Revised Budget YTD ($000)	Variance ($000)	Variance %	Revised FY Budget ($000)	Actual YTD as a % of FY Budget
Water Supply Revenue	6,243	6,987	(744)	(11%)	16,101	39%
Water Supply Expenses	8,275	8,587	311	4%	20,606	40%
Water Supply Surplus/(Deficit)	**(2,032)**	**(1,600)**	**(432)**	**27%**	**(4,505)**	**45%**

Revenue – is $744k under budget.

- As noted above metered water charges are $371k over budget due to timing cycle of meter readings against budget,
- This is offset by subsidies and grants are $483k under budget and developer financial contributions, are $645k under budget, further details of financial contributions will be tabled in December.

3.2 Balance Sheet

	Note	Actual YTD ($000)	Revised Budget YTD ($000)	30 June 2025 FY Actuals ($000)
Current assets				
Cash and cash equivalents	1	24,298	10,974	17,337
Receivables		26,736	23,328	30,821
Prepayments		3,884	2,224	1,662
Non-current assets held for resale	2	-	-	228
Derivative financial instruments	3	-	54	-
Total current assets		**54,918**	**36,580**	**50,048**
Non-current assets				
Derivative financial instruments	3	412	1,965	607
Other financial assets		14,320	13,731	14,529
Investment in associates		17,372	16,029	16,122
Property, plant and equipment		2,031,169	2,211,298	1,979,641
Intangible assets		3,603	3,598	3,602
Forestry assets		4,644	4,243	4,644
Total non-current assets		**2,071,519**	**2,250,865**	**2,019,145**
Total assets		**2,126,437**	**2,287,445**	**2,069,193**
Current liabilities				
Payables and deferred revenue	4	55,858	35,756	48,474
Derivative financial instruments	3	30	-	-
Borrowings and other financial liabilities		45,000	35,000	41,337
Employee entitlements		3,898	3,967	3,704
Provisions		32	1,903	32
Total current liabilities		**104,818**	**76,626**	**93,547**
Non-current liabilities				
Derivative financial instruments	3	648	-	469
Borrowings and other financial liabilities		160,000	243,571	135,000
Employee entitlements		6	14	6
Provisions		2	62	211
Total non-current liabilities		**160,655**	**243,647**	**135,686**
Total liabilities		**265,473**	**320,273**	**229,233**
Net assets		**1,860,964**	**1,967,172**	**1,839,960**
Equity				
Accumulated Funds		1,054,566	1,148,575	1,032,194
Reserves		806,398	818,597	807,766
Total equity		**1,860,964**	**1,967,172**	**1,839,960**

Financial Position Commentary:

1. Cash balances are monitored closely in our cashflow forecasting, with our large inflows received at rates instalment due dates and outflows are typically large on the 20th of the month. Short term deposits are utilised when cash is on hand to minimise the cost of funds.

2. The reduction in non-current assets held for resale is a result of the sale of Zespri shares in September and Seeka shares sold in November.

3. The net derivative financial instruments valued as at 30 November were a liability of $266k compared to an asset of $138k on 30 June 2025. This is due to a decline in market interest rates since the June valuation.

4. Payables and deferred revenue are higher than budget and prior year. This is due to fluctuating trade payables, and income in advance from the rates instalment in September.

4. Treasury

Debt Position - Council borrowed $15m of new floating debt from LGFA in November, increasing total borrowings to $205m. Net Debt (debt less cash) at 30 November was $181m. The Annual Plan full-year total external borrowings forecast is $279m. Based on current cash forecasts it is anticipated that the next borrowing requirement will be $15m in late January or early February 2026.

Cost of Funds & Facilities - The cost of funds including margin was 3.97% at 30 November against an annual plan assumption of 4.16% and LTP assumption of 5.06%.

- The weighted average term of drawn debt facilities is 2.51 years.
- Council has $30m in undrawn working-capital facilities. ($20m ANZ, $10m LGFA).

Interest Rate Risk Management - At 30 November, Council was outside policy limits for the 0–2 year and 2–5 year interest-rate risk buckets. $15 million of swap cover was added on 2 December, bringing the 0–2 year bucket back above policy minimums.

- On 3 December, the RBNZ cut the OCR by 25 bps to 2.25%. Despite the cut, the RBNZ's tone was more hawkish than markets expected, resulting in market interest rates moving higher across the curve.

- Supported by Bancorp, Council has placed a notify order with its banks targeting an interest rate swap at a level below 4%. This will support moving the 2–5 year range back towards policy.

  Investments - Council's Seeka shares were sold during November through Craigs Investment Partners. The shares sold for $4.47 per share, which represents a 12% increase in value since the sales process began. All Zespri and Seeka shares are now fully divested, with proceeds transferred to the general rate reserve.

The table below shows the interest rate hedging and policy settings:

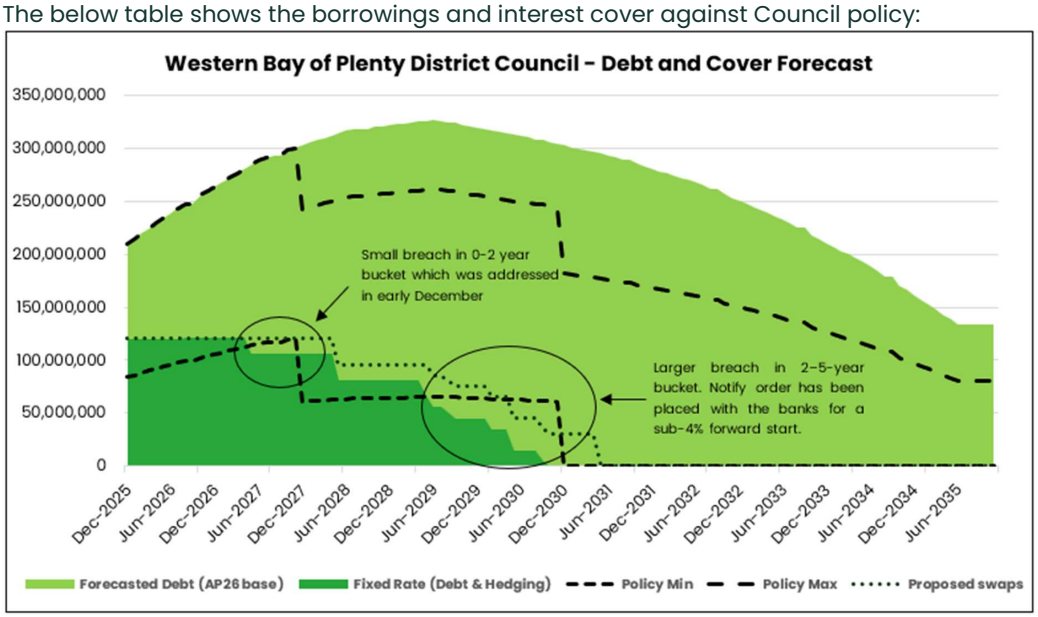
Interest Rate Risk Limits			
	Year 0 - 2	**Year 2 - 5**	**Year 5 - 10**
Minimum Policy Limit	40%	20%	0%
Maximum Policy Limit	100%	80%	60%
Minimum Hedge	35%	0%	0%
Maximum Hedge	57%	35%	0%
Compliant?	X*	X	✓
**Year 0-2 bucket was made compliant on the 2nd December 2025.*			

The below table shows the counterparty limits that Council has with our four commercial banking partners:

Counterparty limits			
Counterparty*	**Actual**	**Total Limit**	**Compliant?**
ANZ	28,721,942	35,000,000	✓
BNZ	3,730,685	35,000,000	✓
ASB	815,342	35,000,000	✓
Westpac	-	35,000,000	✓
**Counterparty balances include all Cash, Term Deposits and Swaps. All drawn debt is with the LGFA*			

Monthly Financial Report – November 2025

The below table shows the borrowings and interest cover against Council policy:

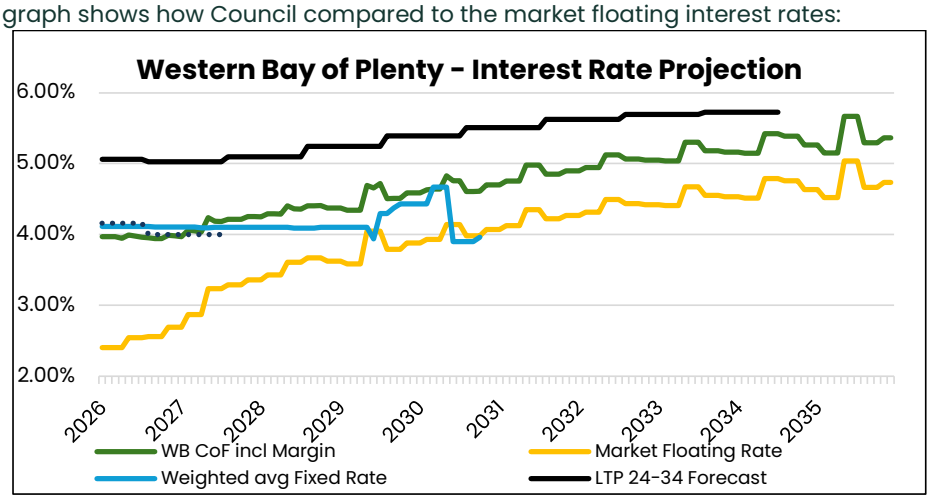


The below table is the current borrowing position:

Current year borrowings - movement	
Opening Balance as at 1 July 2025	**$175m**
New borrowing/refinancing (floating)	*$25m*
New borrowing/refinancing (fixed)	*$20m*
Total new borrowing for FY	**$45m**
Repayment/refinancing of maturing debt	*$15m*
Gross Debt as at 30 November 2025	**$205m**

Funding Risk				
Years	Minimum	Maximum	Actual	Policy
0-3	15%	60%	53%	✓
3-7	20%	85%	47%	✓
7-15	0%	60%	0%	✓

This graph shows how Council compared to the market floating interest rates:



Western Bay of Plenty District Council

11.11 INDEPENDENT ASSURANCE REPORT OF THE DEBENTURE TRUST DEED FOR THE YEAR ENDED 30 JUNE 2025

File Number: A7126422

Author: Jackson Jury, Financial Analyst

Authoriser: Matt Potton, Acting Group Manager Corporate Services

EXECUTIVE SUMMARY

The purpose of this report is to provide Elected Members with the Independent Assurance Report on the audit of Western Bay of Plenty District Council Debenture Trust Deed for the year ended 30 June 2025 (**Attachment 1**).

RECOMMENDATION

That the Financial Analyst's report dated 26 February 2026 titled 'Independent Assurance report of the Debenture Trust Deed for the Year ended 30 June 2025' be received.

BACKGROUND

1. The Debenture Trust Deed governs Council's secured borrowing arrangements. This includes lending with the Local Government Funding Agency (LGFA) and any other lenders that may be admitted under the Deed from time to time. Audit New Zealand undertakes a limited independent assurance review of the records held by Computershare in relation to Council's borrowing.

2. Computershare engages its own auditors to provide assurance over its operations and record keeping. Audit New Zealand places reliance on this work as part of its limited assurance procedures.

3. Following the adoption of the 2024–25 Annual Report on 25 November 2025, Audit New Zealand carried out an assurance review of Council's Debenture Trust Deed in accordance with clause 12.2.6 of the Deed.

4. Audit New Zealand has issued the attached limited assurance report **(Attachment 1)** to Council and Trustee Executors Limited, Council's Debenture Trust Deed administrator. The limited assurance conclusion notes that nothing has come to Audit New Zealand's attention that would cause concern.

ATTACHMENTS

1. Limited Independent Assurance Report - Debenture Trust Deed

AUDIT NEW ZEALAND
Mana Arotake Aotearoa

Independent Assurance Report

To Western Bay of Plenty District Council and to Trustee Executors Limited in respect of Western Bay of Plenty District Council's Debenture Trust Deed for the year ended 30 June 2025

The Auditor-General is the auditor of Western Bay of Plenty District Council (the Council) pursuant to the Public Audit Act 2001. The Auditor-General has appointed me, Anton Labuschagne, using the staff and resources of Audit New Zealand to undertake a limited assurance engagement, on his behalf, as required by clauses 12.2.6 of the Debenture Trust Deed dated 8 October 1999 (amended 30 November 2011) (the Trust Deed), for the year ended 30 June 2025.

Councillor's responsibilities

The Council is required to provide a copy of the annual report, which includes the audited financial statements and performance information of the Council and our audit opinion, to the Trustee Executors Limited (Trustee) under clause 12.2.1 of the Trust Deed.

The Council is responsible for preparing Reporting Certificates to the Trustee in accordance with clause 12.2.4 of the Trust Deed. The Council is responsible for such internal control as is determined necessary to ensure compliance with the requirements of the Trust Deed and also to enable the preparation of Reporting Certificates that are free from material misstatement, whether due to fraud or error.

The Council is responsible for keeping the Register and ensuring that it is separately audited in accordance with clause 4.1 and 4.2.9 of the Trust Deed.

The Council is required to comply with the full requirements of the Trust Deed, including the continuing covenants and reporting requirements.

The Council is responsible for interpreting the clauses and definitions in the Trust Deed. We make no representations as to whether these interpretations of the Trust Deed are appropriate.

Trustee's responsibilities

The Trustee monitors the Council's compliance under the terms of the Trust Deed. The terms of the Trust Deed were agreed by the Trustee and the Council. We are not a signatory to the Trust Deed and we were not consulted about the terms of the Trust Deed. We therefore take no responsibility for the adequacy of the terms of the Trust Deed for monitoring the Council.

The receipt of this limited assurance report (Report) and the audited financial statements [and performance information] of the Council, and any reliance on the audit opinion contained in our auditor's report attached to those audited financial statements and performance information, does not relieve the Trustee of its responsibilities under the Trust Deed and relevant legislation.

The Financial Markets Authority (FMA) issued a guidance note titled "Monitoring by Securities Trustees and Statutory Supervisors". This guidance note sets out the FMA's expectations about how Trustees will carry out their monitoring functions effectively. Where applicable, it is the Trustee's responsibility to meet the FMA's expectations as set out in the guidance note.

Auditor's responsibilities

Our responsibility is to express a limited assurance conclusion based on the procedures we have performed and the evidence we have obtained. We conducted our limited assurance engagement in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised): *Assurance Engagements Other Than Audits or Reviews of Historical Financial Information* issued by the New Zealand Auditing and Assurance Standards Board. A copy of this standard is available on the External Reporting Board's website.

A limited assurance engagement is not an audit and the procedures that have been performed are substantially less than for an audit where reasonable assurance is provided. As a result, the level of assurance that has been obtained is substantially lower than the assurance that would have been obtained had an audit been performed.

The procedures performed when carrying out the audit of the annual financial statements and performance information of the Council are not designed to assess whether the Council has complied with the Trust Deed or to make an evaluation of the Reporting Certificate(s) the Council issued to the Trustee.

The scope of this limited assurance engagement is to report on certain matters stated in clause 12.2.6 of the Trust Deed based on information obtained as a byproduct of our engagement to perform the audit of the annual financial statements and performance information of the Council for the year ended 30 June 2025.

For the purpose of providing our Report, unless expressly stated, we have not performed any further procedures beyond those required to complete our engagement to perform the audit of the annual financial statements and performance information of the Council.

In the performance of our duties as auditors, unless expressly stated, we do not perform any work at the time the Reporting Certificate for the year ended 30 June 2025 is prepared by the Council. Accordingly, our statements contained in the Report in relation to the matters addressed in clause 12.2.6 of the Trust Deed must be viewed in that context.

Our responsibility under clause 12.2.6 of the Trust Deed is to:

- From our perusal of the Reporting Certificate dated 13 February 2026 given on behalf of the Council pursuant to clause 12.2.4 and, as far as matters that we will observe in the performance of our duties as auditors are concerned, report whether anything is brought to our attention to indicate that the statements made in such Reporting Certificate are not materially correct.

  In meeting this responsibility we agreed the total amount of all categories of Stock in the Reporting Certificate dated 30 June 2025 with computershare Investor Services and the Local Government Funding Agency.

  With reference to the other assertions made by the Chief Executive in the Reporting Certificate our procedures have been limited to talking to management and considering any issues which might have come to our attention as a byproduct of our engagement to perform the audit of the annual financial statements and performance information of the Council.

- Report whether, in performing our duties as auditors, we have:

  - become aware of any matters which, in our opinion, are relevant to the exercise or performance of the powers or duties conferred or imposed on the Trustee; and

  - disclosed any matter that, in our opinion, calls for further investigation by the Trustee in the interests of the Stockholders.

  In meeting this responsibility, our procedures have been limited to talking to management and considering any issues which might have come to our attention as a byproduct of our engagement to perform the audit of the annual financial statements and performance information of the Council.

- Report, as at the end of the financial year, from the audit procedures performed as part of our engagement to perform the audit of the annual financial statements and performance information of the Council, whether anything came to our attention to indicate that, in all material respects, principal money due and payable on the Stock and interest due and payable on the Stock, had not been paid.

  We have not tested that each individual Stockholder has received all monies due and payable to them.

- Report whether the Council's agents have maintained the Register in accordance with the requirements of the Trust Deed.

  The Council is responsible for maintaining the Register and ensuring it is separately audited in accordance with clause 4.1 and 4.2.9

The audit of the Register is a separate engagement in the same way the engagement to perform the audit of the annual financial statements and performance information is a separate engagement. Our procedures were limited to asking the Council for a copy of the audit report about the Register.

- Report as at 30 June 2025:
    - the amount of Stock and how much is Security Stock and Bearer Stock; and
    - the Principal Money owing or secured under the Stock distinguishing between Security Stock and other categories of Stock.

  In meeting this responsibility, we have agreed the total of all categories of Stock with Computershare Investor Services and the Local Government Funding Agency. We have not tested that each individual Stockholder has received all monies due and payable to them.

Inherent limitations

We report to you as accountants, not lawyers. Accordingly we are not aware of all the powers and duties of trustees which may exist in statute, regulation, case law, legal precedent or otherwise.

Because of the inherent limitations in evidence gathering procedures, it is possible that fraud, error or non-compliance may occur and not be detected. As the procedures performed for this engagement are not performed continuously throughout the period and the procedures performed in respect of the Council compliance with the Trust Deed are undertaken on a test basis (that is, we do not check every transaction), our Report cannot be relied on to detect all instances where the Council may not have complied with the requirements of the Trust Deed. Our Conclusion has been formed on the above basis.

Restricted use

This Report has been prepared solely for the Council and the Trustee in accordance with the requirements of clauses 12.2.6 of the Trust Deed. We disclaim any assumption of responsibility for any reliance on this report to any persons other than the Council and the Trustee or for any purpose other than that for which it was prepared.

Limited assurance conclusion

Based on our work described in this report, nothing has come to our attention that causes us to believe that:

- the statements made by the Council in the Reporting Certificate dated 13 February 2026 pursuant to clause 12.2.4 are materially incorrect (Reporting Certificate dated 13 February 2026 is given in appendix one).
- there are any matters which, in our opinion, are relevant to the exercise or performance of the powers or duties conferred or imposed on the Trustee;

- there are any matters that, in our opinion, calls for further investigation by the Trustee in the interests of the Stockholders; and
- In all material respects, that the Council has not paid all principal money due and payable on the Stock and all interest due and payable on the Stock.

Our limited assurance engagement was completed on 17 February 2026 and our conclusion is expressed as at that date.

The register and stock

The Council has provided us with a copy of the audit report about the Register(s). Please refer to appendix two for a copy of the audit report about the Register(s).

Based on the work described in this Report, as at 30 June 2025 the following balances are given:

Total stock of	$308,200,000
This is comprised of:	
○ Security stock of	$123,200,000
○ Bearer stock of	$0
○ Other stock of	$0
○ Security stock (Local Government Funding Agency stock) of	$185,000,000

Based on the work described in this Report, as at 30 June 2025 the following balances are given:

Total Principal Money owing and secured under the stock of	$175,000,000
This is comprised of:	
○ Security stock of	$0
○ Bearer Stock of	$0
○ Other stock of	$0
○ Security stock (Local Government Funding Agency stock) of	$175,000,000

The Total Principal Money owing does not include derivative contracts held by the Council that are secured by Security Stock.

The Council is one of a group of guarantors of the Local Government Funding Agency. As at 30 June 2025 the Council had 26,337,930,000 units of Security Stock on issue associated with the guarantee.

The difference between Security Stock on issue associated with the guarantee and total borrowings of the Local Government Funding Agency at 30 June 2025 is as follows:

000s	
26,337,930	Units of Security Stock on issue associated with the guarantee
149,814	Accrued interest

(1,300,000)	Treasury Stock held by the Local Government Funding Agency
341,756	Treasury Stock lent to the market via repurchase agreements by the Local Government Funding Agency
25,529,500	Total borrowings of the Local Government Funding Agency at 30 June 2025

Independence and quality control

We complied with the Auditor-General's:

- independence and other ethical requirements, which incorporate the independence and ethical requirements of Professional and Ethical Standard 1 issued by the New Zealand Auditing and Assurance Standards Board; and
- quality control requirements, which incorporate the quality control requirements of Professional and Ethical Standard 3 (Amended) issued by the New Zealand Auditing and Assurance Standards Board.

In addition to this engagement we performed the annual audit of the Council's annual financial statements and performance information. Other than these engagements, we have no relationship with or interests in the council or any of its subsidiaries or the Trustee.



Anton Labuschagne
Audit New Zealand
On behalf of the Auditor-General
Tauranga, Audit New Zealand

Appendix one

Copy of reporting certificate:

FORM OF REPORTING CERTIFICATE

I, Miriam Taris the Interim Chief Executive of Western Bay of Plenty District Council (the **Council**) hereby certify to the best of my knowledge and belief for the purposes of the Debenture Trust Deed dated on or about 8 October 1999 (as amended from time to time) (the **Trust Deed**):

1. Since the date on which the last Reporting Certificate containing this certification was given:

   (a) all interest due on the Stock has been paid;

   (b) all Stock which has fallen due for repayment has been repaid:

   (c) no Enforcement Event has occurred and remains unremedied:

2. As at 30 June 2025 the total amount of Stock issued and outstanding under the Trust Deed (showing separately the respective nominal amounts) is as follows:

(i)	Debenture Stock of: comprising:		$Nil
	First Ranking Debenture Stock of:	$Nil	
	Second Ranking Debenture Stock of:	$Nil	
(ii)	Security Stock (issued with a fixed nominal amount) of: comprising:		$123,200,000
	First Ranking Security Stock of:	$123,200,000	
	Second Ranking Security Stock of:	$Nil	
(iii)	Global Stock of: comprising:		$Nil
	First Ranking Bearer Stock of:	$Nil	
	Second Ranking Bearer Stock of:	$Nil	

together with:

(iv)	First Ranking Security Stock (issued with a floating nominal amount) of: [1][2]	$26,522,929,907
(v)	Second Ranking Security Stock (issued with a floating nominal amount) of:	$Nil

[1] This figure is the total amount of debt issued with LGFA ($26,338m) plus WBOPDC's actual portion of the debt issued with LGFA ($185m). Council has a $10,000,000 standby facility which makes up part of the above LGFA borrowing and was undrawn as at 30 June 2025.

[2] This figure excludes any accrued interest as at 30 June 2025. Note that the total nominal amount disclosed excludes the nominal amount of the Security Stock with a floating nominal amount issued by Council in relation to the Equity Commitment Deed dated on or about 7 December 2011 between various councils and New Zealand Local Government Funding Agency Limited and subsequently acceded to by the Council and evidenced by Security Stock Certificate number 17.

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3. The Council has complied with the Act in connection with the Trust Deed, the Registrar and Paying Agreement, and any borrowing documentation which the Council has entered into under, in accordance with or secured by the Trust Deed.

4. On the basis of such information as to the financial position and prospects of the Council as is generally received by me in my capacity as Interim Chief Executive (including reports from the Council's financial managers), I am not aware of any reason why the Council will not be able to meet its liabilities in relation to Stock and interest thereon which are anticipated to fall due or to become payable during the twelve months from the date of this Certificate.

5. For the purposes of paragraph [4] of this Certificate, I have considered in particular:

   (a) the liability of the Council under the Security Stock Certificate(s) issued with a floating nominal amount;

   (b) the likelihood of the liabilities secured by those Security Stock Certificates being called on; and

   (c) the ability of the Council to recover or recoup from other parties in relation to any payments that the Council would be required to make in respect of those Security Stock Certificates.

6. Since the date on which the last Reporting Certificate containing this certification was given the Council has complied in all material respects with all the material provisions, covenants and obligations under the Trust Deed, and I am not aware of any reason why in the period of twelve months from the date of this Certificate the Council will not so comply with such provisions, covenants and obligations.

This Certificate is given by me as Chief Executive of the Council in good faith on behalf of the Council and I shall have no personal liability in connection with the issuing of this Certificate.

Dated: 13 February 2026



Miriam Taris
Interim Chief Executive
Western Bay of Plenty District Council

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Appendix two

Copy of the audit report about the Register

pwc

Independent assurance report

To the Directors of Computershare Investor Services Limited

Assurance Report Pursuant to section 218 of the Financial Markets Conduct Act 2013 and Regulations 108 and 110 of the Financial Markets Conduct Regulations 2014

Opinion

We have undertaken a reasonable assurance engagement in respect of the compliance, in all material respects, of the registers of security holders (the "Registers") maintained by Computershare Investor Services Limited (the "Company") with section 217 of the Financial Markets Conduct Act 2013 for the year ended 30 June 2025.

In our opinion, with respect to the Registers maintained by the Company, the Company has complied, in all material respects, with section 217 of the Financial Markets Conduct Act 2013 for the year ended 30 June 2025.

Basis for Opinion

We have conducted our engagement in accordance with Standard on Assurance Engagements (SAE) 3100 (Revised) *Compliance Engagements* ("SAE 3100 (Revised)"), issued by the New Zealand Auditing and Assurance Standards Board.

We believe the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Directors' Responsibilities

The Directors are responsible on behalf of the Company for:

- maintaining the registers of security holders that comply with section 217 of the Financial Markets Conduct Act 2013 for the year ended 30 June 2025.
- identification of risks that threaten compliance with the requirements of section 217 of the Financial Markets Conduct Act 2013 being met, and controls which will mitigate those risks and monitor ongoing compliance.

Our Independence and Quality Management

We have complied with the Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* or other professional requirements, or requirements in law or Regulation, that are at least as demanding, which include independence and other requirements founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

We apply Professional and Ethical Standard 3 *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements*, which requires our firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

Our firm is independent of the Company. Our firm carries out other services for the Company in the area of other register compliance assurance engagements. In addition, PricewaterhouseCoopers Australia is the auditor of the Company. The provision of these other services has not impaired our independence as independent assurance practitioner of the Company.

PricewaterhouseCoopers, 15 Customs Street West, Private Bag 92162, Auckland 1142, New Zealand
T: +64 9 355 8000, pwc.co.nz

Assurance Practitioner's Responsibilities
Our responsibility is to express an opinion on whether, with respect to the registers of security holders maintained, the Company has complied, in all material respects, with section 217 of the Financial Markets Conduct Act 2013 and report our opinion to you. SAE 3100 (Revised) requires that we plan and perform our procedures to obtain reasonable assurance about whether the Company has complied, in all material respects, with section 217 of the Financial Markets Conduct Act 2013.

An assurance engagement to report on the Company's compliance with section 217 of the Financial Markets Conduct Act 2013 involves performing procedures to obtain evidence about the compliance activity and controls implemented. The procedures selected depend on our judgement, including the identification and assessment of risks of material non-compliance.

Inherent Limitations
Because of the inherent limitations of an assurance engagement, together with the internal control structure, it is possible that fraud, error, or non-compliance may occur and not be detected. A reasonable assurance engagement throughout the specified period does not provide assurance on whether compliance with section 217 of the Financial Markets Conduct Act 2013 will continue in the future.

Restriction on Distribution and Use of our Report
This report has been prepared for the Directors, as a body, in accordance with section 218 of the Financial Markets Conduct Act 2013 and Regulation 110 of the Financial Markets Conduct Regulations 2014 and is provided solely to assist you in establishing that compliance requirements have been met.

Under the terms of our engagement our report may be provided on a confidential basis to the users of the Company's Registry Management services. Notwithstanding the Act or the Regulations, we do not accept or assume a duty of care or other legal responsibility to those users.

Our report should not be used for any other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility for any reliance on this report to anyone other than the Directors, or for any purpose other than that for which it was prepared. In addition, we disclaim any responsibility for reliance on this report other than for the purpose for which it was prepared.

PricewaterhouseCoopers

PricewaterhouseCoopers Auckland
14 August 2025

11.12 AUDIT, RISK AND FINANCE COMMITTEE APPOINTED MEMBER VOTING RIGHTS

File Number: A7131577

Author: Robyn Garrett, Governance Manager

Authoriser: Matt Potton, Acting Group Manager Corporate Services

EXECUTIVE SUMMARY

Council established its governance structure for the 2025-2028 triennium at the Council meeting held on 25 November 2025. This included the establishment of the Audit, Risk and Finance Committee (the Committee), a committee of the whole which also includes one appointed independent member with appropriate experience and knowledge to assist the Committee to perform its role.

The equivalent Committee was established in the previous triennium, and included an independent appointed member participating on the same basis as elected members in terms of voting and speaking rights. Any change to the status of the appointed member will require the Terms of Reference for the Committee to be amended to reflect any change in voting rights.

RECOMMENDATION

1. That the Governance Manager's report dated 26 February 2026, titled 'Audit, Risk and Finance Committee appointed member voting rights', be received.
2. That Council agrees that the appointed member of the Audit, Risk and Finance Committee **has** full voting rights as a member of the Committee, and amends the Committee's Terms of Reference accordingly to read:

Chairperson	Councillor Tracey Coxhead
Deputy Chairperson	Councillor Rodney Joyce
Members	Mayor and all Councillors One independent appointed member (voting)
Quorum	Six
Meeting frequency	Bi-monthly

OR

3. That Council agrees that the appointed member of the Audit, Risk and Finance Committee **does not have** voting rights as a member of the Committee, and amends the Committee's Terms of Reference accordingly to read:

Chairperson	Councillor Tracey Coxhead	
Deputy Chairperson	Councillor Rodney Joyce	
Members	Mayor and all Councillors One independent appointed member (non-voting)	
Quorum	Six	
Meeting frequency	Bi-monthly	

BACKGROUND

1. As part of its governance structure for the 2025-2028 triennium, Council established an Audit, Risk and Finance Committee. The Committee is a committee of the whole with membership comprised of the Mayor and all councillors, and one independent appointed member. This is the same Audit, Risk and Finance Committee structure as in the preceding triennium, a committee of the whole with one appointed member.

2. The Terms of Reference for the current Committee are largely the same as in the previous triennium. While the Terms of Reference do not specifically reference the voting status of the independent member, generally the Terms of Reference would be interpreted by exception – if no difference between members' status is outlined then members would be assumed to have the same status and powers. In the 2022-2025 triennium, the independent member of the Audit, Risk and Finance Committee was a voting member.

3. The powers of the Committee are largely recommendatory, with a focus on review and monitoring, with recommendations back to Council.

4. If Council was to resolve to change the appointed member's status to a non-voting member, the Terms of Reference for the Committee would need to be amended to reflect the change to the appointed member role.

5. The Office of the Auditor-General, in its good practice guide for local government Audit and Risk committees, notes that members are increasingly a mix of councillors and independent members and recommends the appointment of an independent chairperson. Setting up a council's Audit and Risk Committee — Office of the Auditor-General New Zealand

OTHER COUNCILS

6. Tauranga City Council's Audit & Risk Committee has a membership of five, including an appointed independent Chair and an appointed Tangata Whenua representative; all members have voting rights. Wellington City Council's Audit & Risk Committee also has an independent Chair and provision for an independent member.

7. Rotorua Lakes Council, Thames Coromandel District Council, Taupō District Council, Hauraki District Council, and Waikato District Council have independent Chairs for their Audit and Risk Committees; Whakatāne District Council and Hamilton City Council committees have independent appointed members.

ATTACHMENTS

1. Audit, Risk and Finance Committee Terms of Reference

Audit, Risk and Finance Committee

Membership

Chairperson	Councillor Tracey Coxhead
Deputy Chairperson	Councillor Rodney Joyce
Members	Mayor and all Councillors One independent appointed member
Quorum	Six
Meeting frequency	Bi-monthly

Role:

The main purpose of the Committee is to assist Council in providing oversight of matters relating to the quality and integrity of financial reporting, independence and performance of the external auditors, effectiveness and objectivity of the internal audit programme, and oversight of business risks and compliance activities.

Scope:

General responsibilities:

- Assist Council in fulfilling its responsibilities for financial statements and external financial reporting.
- Monitor the Council's external and internal audit process and the resolution of any issues that are raised.
- Review key formal external accountability documents such as the Annual Report in order to provide advice and recommendation in respect to the integrity and appropriateness of the documents and the disclosures made.
- Provide a forum for communication between management, internal and external auditors and the governance level of Council.
- Ensure the independence and effectiveness of Council's internal audit processes, with oversight of the internal audit programme and findings.
- Oversee the development and management of financial policies and delegations.
- Monitor existing corporate policies and recommend new corporate policies to prohibit unethical, questionable or illegal activities.
- Support measures to improve management performance and internal controls.

Audit (internal and external):

- Ensure appropriate accounting policies and internal controls are established and maintained and assist Council in ensuring the effective and efficient management of all business risks.
- Ensure an appropriate framework is maintained for the management of strategic and operational risk (including risk appetite).

- Review risk including technical insurance matters and participation in national risk management practices, health and safety risk management and implementation of risk management processes.
- Review the effectiveness of the Long Term Plan audit or any audit relating to an amendment to the Long Term Plan.
- Review the effectiveness of the annual audit.
- Monitor management response to audit reports and the extent to which the external audit recommendations concerning internal accounting controls and other matters are implemented.
- Monitor the delivery of any internal audit work programme and implementation of any significant recommendations including control risk, accounting and disclosure practices.
- Engage with Council's external auditors regarding the external work programme and agree the terms and arrangements of the external audit in relation to the Annual Report.
- Engage with internal and external auditors on any specific one-off audit assignments.
- Review the effectiveness of the control environment established by management including information management systems and cyber security. This also includes a review/monitoring role for relevant policies, processes and procedures.

Risk management:

- Review the Risk Management Framework and associated procedures to ensure they are current, comprehensive and appropriate for the effective identification and management of Council's financial and business risks including fraud and cyber security.
- Review the effectiveness of the system for monitoring Council's financial compliance with relevant laws, regulations and associated government policies.
- Review whether a sound and effective approach has been followed in establishing Council's business continuity planning arrangements.
- Review Council's Fraud Policy to determine that Council has appropriate processes and systems in place to capture and effectively investigate fraud-related information.

Financial:

- Monitor financial performance against any Council approved joint contracts with other local authorities.
- Report financial outcomes and recommend changes or variations to allocated budgets.
- Provide oversight of legal risks, claims or proceedings (excluding the approval of any legal settlements).

- Recommend the adoption of the Annual Report and the approval of the Summary Annual Report to Council.

Power to act:
The Committee is delegated the authority to:
- Receive and consider external and internal audit reports.
- Receive and consider staff reports on audit, internal control and risk management policy and procedure matters as appropriate.
- Approve the Auditor's engagement and arrangement letters in relation to the Annual Report.
- Approve the draft Annual Report.
- Approve the internal risk and audit work programme.
- Confirm its own minutes.

Power to recommend:
To make recommendations to Council and/or any Committee as it deems appropriate.

Power to sub-delegate:
The Committee may delegate any of its functions, duties or powers to a subcommittee, working group or any other subordinate decision-making body, subject to the restrictions on its delegations, and provided any sub-delegation includes a statement of purpose and a specification of task.

11.13 BAY OF PLENTY MAYORAL FORUM TRIENNIAL AGREEMENT 2025-2028

File Number: A7130866

Author: Robyn Garrett, Governance Manager

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

The Local Government Act 2002 (LGA) requires all local authorities within each region to enter into a Triennial Agreement by 1 March of the year following local government elections. The agreement must comply with section 15 of the LGA. The proposed Bay of Plenty Mayoral Forum Triennial Agreement 2025-2028 is being considered by each partner council for approval prior to 1 March 2026.

RECOMMENDATION

1. That the Governance Manager's report dated 26 February 2026 titled 'Bay of Plenty Mayoral Forum Triennial Agreement 2025-2028', be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council notes that the Local Government Act 2002 requires, not later than 1 March after each triennial general election, all local authorities within each region to enter into a triennial agreement covering the period until the next election.
4. That Council endorses the:
   (a) Bay of Plenty Mayoral Forum Triennial Agreement 2025-2028 (**Attachment 1**).
   (b) Bay of Plenty Mayoral Forum Terms of Reference (**Attachment 2**).
   (c) Protocol for Bay of Plenty RMA Policy and Plans (**Attachment 3**).
5. That Council notes the proposed approach to roll-over the existing Protocol for Bay of Plenty RMA Policy and Plans, with any necessary updates to be made to the Protocol document or process once the RMA reforms have been confirmed and are in force.
6. That Council delegates to the Chief Executive Officer and the Mayor the authority to make any minor amendments as required as a result of minor changes requested by Bay of Plenty local authorities, as part of the approval process.

BACKGROUND

1. Based on the 2022-2025 Triennial Agreement, the proposed 2025-2028 Triennial Agreement is the main framework to guide collaboration and co-operation between local authorities within the Bay of Plenty region. It recognises the

importance of local government authorities working together to improve the Bay of Plenty and represents the shared desire of local government in the region to work collaboratively to maximise effectiveness and efficiency.

2. The proposed Triennial Agreement may need to be amended by agreement during the triennium, once any relevant implications from the Resource Management reform and Local Government reform are considered and in force.

3. Current partners to the Triennial Agreement are:

- Bay of Plenty Regional Council
- Kawerau District Council
- Ōpōtiki District Council
- Rotorua Lakes Council
- Taupō District Council
- Tauranga City Council
- Western Bay of Plenty District Council
- Whakatāne District Council

LEGAL REQUIREMENTS

4. Section 15 of the LGA sets out the minimum requirements for triennial agreements which are:

- Not later than 1 March after each triennial general election of members, all local authorities within each region must enter into an agreement, which complies with section 15 of the LGA, for the period until the next triennial general election of members.
- Each agreement must include:
    - Protocols for communication and coordination among local authorities,
    - A statement of the process for consultation on proposals for new regional council activities, and
    - A protocol and process in regard to funding facilities and services of significance to more than one district.
- Each agreement may include joint committee or other joint governance arrangement information including matters to be included in the terms of reference.
- All local authorities within each region may agree to amendments to the protocols.
- An agreement remains in force until replaced by another agreement.

- Each agreement must include a process to be followed if a decision of a local authority is or is expected to have consequences that will be significantly inconsistent with the agreement. The process includes the local authority identifying the inconsistency, the reason for the inconsistency, and any intention for the local authority to seek an amendment to the agreement. There are also notice provisions that must be included in the agreement.

5. Clause 3A of Schedule 1 to the Resource Management Act 1991 specifies that the triennial agreement must include an agreement on the consultation process to be used by the affected councils when preparing a proposed policy statement or its variation, and a change or review of a policy statement.

6. Given the Resource Management System reform and replacement of the RMA, the Protocol for Bay of Plenty RMA Policy and Plans (RMA Planning Protocol) as mentioned in section 8 of the Triennial Agreement, will be affected. For this reason, the decision was made to roll over the current RMA Planning Protocol, without any review process or re-signing which is usually undertaken at the same time that the Triennial Agreement is updated. Bay of Plenty local authorities and the Department of Internal Affairs (as signatories to the RMA Planning Protocol) were advised of this approach to roll it over, until the corresponding provisions in the resource management system reform are finalised.

7. It is up to the authorities who are party to each agreement to determine how far beyond the statutory requirements they wish to go in terms of the content and level of detail included in their agreement. The Bay of Plenty Triennial Agreement has developed steadily over time and has worked well.

8. Section 15 of the LGA does not require parties to a Triennial Agreement to hold triennial meetings, however, they are a logical outcome of the Agreement. This is standard practice for the Bay of Plenty, and other regions. At this stage, Bay of Plenty Regional Council will continue to act as administrator of these meetings.

9. It is proposed that the Bay of Plenty Mayoral Forum, as a formal joint committee, has partner councils' Mayors/Chair and Chief Executives meet quarterly or as required by the need for decisions to be made at the Forum. The Forum will discuss regional priorities, strategic investments and issues, opportunities and regional spatial planning, as per the Bay of Plenty Mayoral Forum Terms of Reference. The Terms of Reference lists the functions within the scope of the Mayoral Forum and specifies, for the avoidance of doubt, that the Forum does not have the authority to commit Councils to any course of action or expenditure.

SIGNIFICANCE AND ENGAGEMENT

10. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

11. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

12. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because the decision is mainly of an administrative nature, is a legislative requirement and the Agreement itself has minimal impact on the community.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

13. No consultation or engagement is planned.

ISSUES AND OPTIONS ASSESSMENT

14. It is a legislative obligation to enter into the Triennial Agreement, therefore there is no alternative option to endorsing the Agreement.

STATUTORY COMPLIANCE

15. Section 15 of the Local Government Act 2002 sets out the minimum requirements for triennial agreements. The territorial authorities who are a party to each agreement may determine the content and level of detail included in their agreement over and above statutory requirements.

16. The proposed 2025-2028 Triennial Agreement meets the requirements of Section 15 of the Local Government Act 2002.

FUNDING/BUDGET IMPLICATIONS

17. There are no funding implications.

ATTACHMENTS

1. **Bay of Plenty Mayoral Forum Triennial Agreement 2025-2028**
2. **Terms of Reference - Bay of Plenty Mayoral Forum 2025-2028**
3. **Bay of Plenty RMA Policy and Plans Protocol**

BAY OF PLENTY MAYORAL FORUM

TRIENNIAL AGREEMENT

For the triennium from October 2025 to October 2028

Bay of Plenty Mayoral Forum Triennial Agreement

1 Parties to this Agreement

This is an agreement between the following councils of Local Government:

- Bay of Plenty Regional Council
- Kawerau District Council
- Ōpōtiki District Council
- Rotorua Lakes Council
- Taupō District Council
- Tauranga City Council
- Western Bay of Plenty District Council
- Whakatāne District Council

This Agreement does not place any limits on opportunities for neighbouring local authorities, Central Government agencies and non-government organisations to work jointly with Local Government within the Bay of Plenty.

2 Statement of Intent

This Agreement represents the shared desire of Local Government in the Bay of Plenty region to work collaboratively, and to maximise effectiveness and efficiency while delivering our core and statutory services and activities to our communities.

Bay of Plenty Local Authorities will also collaboratively seek to determine what are the high-level strategic regional issues and opportunities over the triennium and beyond.

This Agreement is deemed to meet the requirements of section 15 of the Local Government Act 2002 ("the Act"), included in Appendix 1.

3 Introduction

The Act recognises that individual local authorities are only one player in the achievement of its priorities and desired outcomes, and making efficient use of its resources, and that work to promote its priorities and desired outcomes goes beyond individual local authority boundaries. The Act recognises that local authorities should collaborate and co-operate with one another and a variety of other organisations to find solutions to local issues. The main framework to guide collaboration and co-operation between local authorities within the Bay of Plenty region is the Triennial Agreement.

This Agreement describes why and how councils in the Bay of Plenty region will work together and provides an opportunity for improved communication and co-ordination at all levels of Local Government in our region. This will enable democratic local decision-making and action by and on behalf of communities. It also provides the opportunity to speak with "one consistent message" to Central Government on issues affecting Local Government in our region.

4 Principles of this Agreement

The parties agree to work in good faith together for the good governance of their localities and the region. As signatories to this Agreement each local authority will:

- Continue to promote coordination and application of quality public services, infrastructure and planning for the present and future communities of the Bay of Plenty, by collaborating and cooperating as considered appropriate to achieve priorities and desired outcomes.
- Respect the individual roles and responsibilities of each party to this agreement and the statutory independence and accountability of each council to its own communities and constituencies.
- Recognise that issues and concerns that are shared by some communities and local authorities may be of little relevance to others, and that it is therefore appropriate to have a range of sub-agreements on local issues.
- Acknowledge that collaboration among local authorities is necessary to address increasingly complex governance issues. Many issues cannot be solved by any one organisation acting alone and need joint responses.
- Support the establishment of processes for communication and collaboration at both governance and management levels in ways that will give clear Bay of Plenty perspectives, and enhance the overall performance and reputation of Local Government in the region.
- Recognise that shared services in the region, or joint procurement approaches with joint or separate contracting, can bring efficiencies and savings in terms of planning, administration, consultation and operations; increases in available resources and promotion of cooperative approaches to the allocation of resources.
- Support processes through which all local authorities in the region can participate in identifying, delivering and funding facilities and services of significance to more than one district in the region, in a way that encourages efficiencies to be realised and opportunities to be recognised.
- Recognise the value of undertaking joint processes to engage with communities, Central Government, community organisations and regional and territorial authorities from other regions for issues that cross local authority boundaries.
- Strengthen Local Government collaboration and coordination in the region in ways that enhance relationships with Central Government and other parties that can influence the wellbeing of the region and its communities.
- Ensure a 'no surprises' approach with other parties to this Agreement. This will be given effect by ensuring other parties receive early notification of:

  (a) Significant proposed decisions that may affect other parties and their communities, and

  (b) Advice of divergent views on proposed decisions before critical public announcements are made.

5 General Protocols

Mayoral Forum Meetings:

Mayors/Chairs and Chief Executives of each council, party to this Agreement, will endeavour to meet regularly to discuss Regional Priorities, strategic investments and issues, opportunities and Regional Spatial Planning, as per the Terms of Reference and agreed annual schedule of meetings, to give effect to this Agreement.

Any formal public communications from these meetings will be approved by all participating councils prior to their release.

Significant Decisions:

Where a significant decision or issue affects a particular council, or its community, it should, in partnership with the other councils of the region, have the lead role in formulating the collective response of the region's local authorities to that issue or decision.

Where a council makes a decision that is or is likely to have consequences that are significantly inconsistent with this Agreement they will, as soon as practicable, notify all other councils in the region of:

(a) the decision

(b) the inconsistency

(c) the reasons for the inconsistency, and

(d) any intention of the local authority to seek an amendment to this Agreement.

6 New Regional Council Activities

If the Regional Council or one of its CCOs proposes to undertake a significant new activity, and these activities are already undertaken or proposed to be undertaken by one or more territorial authorities in the region, section 16 of the Act will apply. As such, the Regional Council will, as soon as practicable, inform all territorial authorities within the region of:

(a) The proposal and the reasons for the proposed activity.

(b) The nature and scope of the proposed activity and its expected effects on the activities of the other councils in the region.

Any such proposal will be included in the consultation document referred to in section 93A of the Act.

Where section 16 of the Act *does not* apply, but a proposed new activity is significant in terms of the Regional Council's Policy on Significance, and if a special consultative procedure (SCP) is required, the Regional Council will deliver a copy of the statement of proposal, prepared under section 83 of the Act, to all parties to allow them a reasonable opportunity to make submissions during the SCP. The process for mediation between the Regional Council and

the territorial authorities if agreement is not reached at the end of the SCP will be as set out in section 16 of the Act.

Territorial authorities will be given a reasonable period of time, but no less than 20 working days, to respond to any proposal that triggers section 16 of the Act. The Regional Council agrees to fully consider any submissions and representations on the proposals made by territorial authorities within the region. The territorial authorities also acknowledge a reciprocal obligation to consult when they are proposing new activities, or changes in current activities, that may have implications for the Regional Council.

7 Significant Facilities and Services

Where there are facilities and services that are considered to be of significance to more than one district, an item will be scheduled for discussion at the next available Mayoral Forum meeting (as noted in the schedule of meetings) or other agreed meeting that includes all likely affected councils.

As soon as practicable, and prior to the meeting, the council(s) that has identified the significant facilities and services will contact the likely affected councils to discuss. In the event that it is not clear which councils will be affected, this can be canvassed at the meeting.

The meeting will facilitate the discussion around the facilities and services including; identifying and confirming the affected area and the process for determining the delivery and funding.

8 Policies and Plans

For the purpose of meeting the requirements of clause 3A of Schedule 1 to the Resource Management Act 1991 (Appendix 1), the consultation process to be used by affected local authorities in relation to the Regional Policy Statement is set out in the latest version of the *Protocol for Bay of Plenty RMA Policy and Plans*. The protocol also covers the agreed consultation process on district plans and regional plans.

The protocol describes when and how local authorities in the Bay of Plenty region consult in relation to Resource Management Act policy and plan preparation and changes. There are four stages of interaction and consultation covered in the protocol. They include:

(a) Scoping;

(b) Drafting;

(c) Notifying and submitting;

(d) Appeals to the Environment Court.

Each of the local authorities in the Bay of Plenty region is a party to this protocol.

Given the imminent Central Government Resource Management System Reform, the *Protocol for Bay of Plenty RMA Policy and Plans* and its requirements, will need to be updated or replaced during this triennium.

The Regional Council will lead the development of any update or replacement, working with Bay of Plenty councils.

9 Resolving Disagreement

All parties to this Agreement are committed to working strenuously, in good faith, to resolve any disagreements that may arise in relation to its application. Where a party has a significant disagreement with the position of the others, all parties will make every effort to accommodate, acknowledge or at least fairly represent the dissenting view.

Should any disagreement arise, every endeavour will be made to ensure that disagreement is resolved with regard to the broader interests of the regional community and the effectiveness of Local Government in the Bay of Plenty region.

If the affected parties are unable to reach agreement the members may agree by majority decision to either ask Local Government New Zealand (LGNZ) or the New Zealand Law Society (NZLS) to appoint a mediator.

Should such a process be unsuccessful any of the councils directly affected may ask the Minister of Local Government to determine the matter.

10 Local Government Reform

Local government reform has been widely discussed over the last decade, both nationally and regionally. The structure of Local Government has largely remained unchanged for the last 35 years and reform of Local Government is likely to be part of any future Central Government agenda. The eight Bay of Plenty councils agree it's important to provide proactive regional leadership and ensure that any reform delivers improved outcomes for Bay of Plenty communities.

11 Signatories to the 2025 to 2028 Triennial Agreement

The Agreement is effective from the date of signing until such time as it is either amended by the agreement of all parties or is renewed following the next Local Government elections.

In signing this Agreement, the parties:

(a) recognise that co-operation and collaboration evolve as a result of successful communication and co-ordination;

(b) are committed to ensuring that this Agreement delivers tangible outcomes for Bay of Plenty communities; and

(c) intend that the operation of this Agreement should contribute to the strengthening of regional relationships.

Chair Matemoana McDonald Bay of Plenty Regional Council	**Mayor Faylene Tunui** Kawerau District Council
Mayor David Moore Ōpōtiki District Council	**Mayor Tania Tapsell** Rotorua Lakes Council
Mayor John Funnell Taupō District Council	**Mayor Mahé Drysdale** Tauranga City Council
Mayor James Denyer Western Bay of Plenty District Council	**Mayor Nándor Tánczos** Whakatāne District Council

Dated: _____ 2026

Appendix 1 – Legislative Context

Local Government Act 2002

Section 15 states:

(1) Not later than 1 March after each triennial general election of members, all local authorities within each region must enter into an agreement under this section covering the period until the next triennial general election of members.

(2) An agreement under this section must include—
   a. protocols for communication and co-ordination among the local authorities; and
   b. a statement of the process by which the local authorities will comply with section 16 in respect of proposals for new regional council activities; and
   c. processes and protocols through which all local authorities can participate in identifying, delivering, and funding facilities and services of significance to more than 1 district.

(3) An agreement under this section may also include—
   a. commitments by local authorities within the region to establish or continue 1 or more joint committees or other joint governance arrangements to give better effect to 1 or more of the matters referred to in subsection (2); and
   b. the matters to be included in the terms of reference for any such committees or arrangements, including any delegations.

(4) An agreement under this section may be varied by agreement between all the local authorities within the region.

(5) An agreement under this section remains in force until it is replaced by another agreement.

(6) If a decision of a local authority is significantly inconsistent with, or is expected to have consequences that will be significantly inconsistent with, the agreement under this section that is currently in force within the region, the local authority must, when making the decision, clearly identify—
   a. the inconsistency; and
   b. the reasons for the inconsistency; and
   c. any intention of the local authority to seek an amendment to the agreement under subsection (4).

(7) As soon as practicable after making any decision to which subsection (6) applies, the local authority must give to each of the other local authorities within the region notice of the decision and of the matters specified in that subsection.

Resource Management Act 1991

Schedule 1, Clause 3A- Consultation in relation to policy statements

(1) A triennial agreement entered into under section 15(1) of the Local Government Act 2002 must include an agreement on the consultation process to be used by the affected local authorities in the course of:

   (a) Preparing a proposed policy statement or a variation to a proposed policy statement, and
   (b) Preparing a change to a policy statement, and
   (c) Reviewing a policy statement.

Terms of Reference for
Bay of Plenty Mayoral Forum

Membership

Chairperson(s)	*To be appointed*
Deputy Chairperson	*To be appointed*
Members	Noting alternates (Deputy Mayors & Chairs) are also appointed)
Bay of Plenty Regional Council (x1)	Chair Matemoana McDonald
Kawerau District Council (x1)	Mayor Faylene Tunui
Ōpōtiki District Council (x1)	Mayor David Moore
Rotorua Lakes Council (x1)	Mayor Tania Tapsell
Taupō District Council (x1)	Mayor John Funnell
Tauranga City Council (x1)	Mayor Mahé Drysdale
Western Bay of Plenty District Council (x1)	Mayor James Denyer
Whakatāne District Council (x1)	Mayor Nándor Tánczos
External Members with/without voting rights	TBC
Quorum	The Chair and 4 voting members. It is strongly encouraged that all members attend in-person.
Frequency	Quarterly or as required by the need for decisions.

The Bay of Plenty Mayoral Forum is a formal joint committee pursuant to the LGA (Clause 30 and 30A Schedule 7).

Purpose

For member councils to work together on agreed strategic matters to shape a stronger, more connected Bay of Plenty region, for the benefit of our communities.

Administering Authority

The Administering Authority for the Bay of Plenty Mayoral Forum is the Bay of Plenty Regional Council.

Role

The Bay of Plenty Mayoral Forum is a joint committee of all the local authorities in the Bay of Plenty. Functions within the scope of the Forum include, but are not limited to:

- Determining Regional Priorities, strategic issues and opportunities.
- Advocating for strategic investment in the region and promoting the strategic benefits and advantages of the Bay of Plenty.
- Preparing for a Regional Spatial Plan - linked with the Eastern Bay of Plenty Development Joint Committee, Rotorua Development Joint Committee and SmartGrowth Leadership Group.
- Implementing changes following amendments to the Climate Change Responses Act 2002, which will clarify requirements for adaptation plans in priority areas.
- Addressing and improving long-term economic development (e.g. lifting GDP for the BOP).
- Addressing any other strategic matters for the region, as agreed by member councils.
- Developing joint Mayoral Forum submissions and/or advocacy letters/actions particularly to Central Government.
- Developing Regional Deal(s).

For the avoidance of doubt, the Bay of Plenty Mayoral Forum's role does not include:

> The Joint Committee does not have the authority to commit Councils to any course of action or expenditure. In accordance with the current legislative requirements, all Councils will retain their decision-making and other statutory responsibilities in relation to their functions and responsibilities under the LGA, RMA and the Land Transport Management Act 2003.

Committee Procedures

- Membership consists of one representative of each of the member councils. If a member is not available then the alternate would stand in their place.
- At its first meeting, the Bay of Plenty Mayoral Forum will appoint its Chairperson(s) and Deputy Chairperson.
- The Deputy Chairperson shall act in the absence of the Chairperson.
- The Chief Executives, or their respective representatives, of each member Council shall attend meetings and will act as advisors to the Bay of Plenty Mayoral Forum.
- Meetings may be attended by further staff support as considered appropriate by their Chief Executive.
- The Forum will conduct matters in a manner consistent to the responsibilities and provisions under the Bay of Plenty Triennial Agreement 2025-2028.
- In the case of equality of votes, the Chairperson or any person presiding the meeting, does not have a casting vote and the status quo is preserved.

- If matters arise which aren't able to be resolved then a neutral mediator (e.g LGNZ member or lawyer) will be appointed to resolve the matter.
- Meetings will be administered by the Bay of Plenty Regional Council.
- Unless specified additional members have speaking rights only.

Power to Act

To make all decisions necessary to fulfil the role and scope of the Bay of Plenty Mayoral Forum; with relevant powers delegated from the respective Council committees.

Any recommendations that impose financial commitments to any party are to be referred to the respective councils for approval. Any variation to the Forum's terms of reference is by formal agreement by all member councils.

Power to Recommend

The Bay of Plenty Mayoral Forum recommends and reports directly to member councils - Bay of Plenty Regional Council, Kawerau, Opotiki, Taupo, Western Bay of Plenty and Whakatane District Councils, Rotorua Lakes Council and Tauranga City Council. The only exception relates to Regional Spatial Planning.

Protocol

Bay of Plenty RMA Policy and Plans

between

Bay of Plenty Regional Council
Ōpōtiki District Council
Whakatāne District Council
Kawerau District Council
Rotorua Lakes Council
Tauranga City Council
Taupō District Council
Western Bay of Plenty District Council
Minister of Local Government

This document may be obtained from:

Bay of Plenty Regional Council's website:
Council Protocol for Bay of Plenty RMA Policy and Plans | Bay of Plenty Regional Council | Toi Moana (boprc.govt.nz)Telephone: 0800 884880

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Protocol for Bay of Plenty RMA Policy and Plans

The following local authorities[1] are parties to this Protocol:

- Bay of Plenty Regional Council
- Tauranga City Council
- Kawerau District Council
- Western Bay of Plenty District Council
- Ōpōtiki District Council
- Whakatāne District Council
- Rotorua Lakes Council
- Taupō District Council
- Minister of Local Government[2] as Territorial Authority for off-shore islands.

Introduction

The Protocol describes how and when local authorities in the Bay of Plenty region consult each other in relation to their Resource Management Act 1991 (RMA) policy and plans. It applies to the regional policy statement, regional plans, and city/district plans during scoping, drafting, submissions and hearings, and appeals.

The RMA reform will be a period of transition for local authorities and as such will require another review of this protocol. The second review may be scheduled after the select committee process to help align coordination between local authorities on the proposed changes.

This Protocol provides detail to support the commitment entered into in the Bay of Plenty Triennial Agreement.

Purpose

The Protocol aims to:

- ensure local authorities consult each other early and follow best practice during policy statement and plan preparation and changes;
- avoid misunderstandings of roles and statutory obligations;
- define when comments or submissions are appropriate;
- establish an agreed process:
    - including expectations and timeframes;

[1] **Local authority** means a regional council or territorial authority—S5, Local Government Act 2002

[2] The Minister of Local Government is the territorial authority for Motiti Island and Tuhua Island S22, Local Government Act 2002

- that is consistent across local authorities; and
- that is efficient and avoids duplication of role.

Principles

The protocol will be delivered by local authorities based on the following principles:

- ***Partnership – Mana Paparua:*** local authorities agree to work together to establish and commit to a mutually beneficial relationship.
- ***Mutual respect – Whai i te Tika:*** local authorities agree to foster a relationship based on mutual respect, acknowledging each other's responsibilities, interests, views, capabilities, and constraints.
- ***Honesty of purpose – Whakapono****:* local authorities agree to work together within an environment of trust and respect for each other and to conduct their relationship with integrity and good will.
- ***Open communication – Whakawhitiwhitinga Kōrero Pono:*** local authorities agree that their relationship will involve open, timely communication and transparent consultation processes.
- ***Active engagement – Hononga Rata****:* local authorities to engage in a proactive and positive manner, based on a commitment to be responsive to each other, and agree to address any conflict or tension openly and constructively.

We, the chief executives of the local authorities in the Bay of Plenty region, agree to this Protocol for Bay of Plenty RMA Policy and Plans:

Bay of Plenty Regional Council



Chief Executive

Kawerau District Council



Chief Executive Officer

Ōpōtiki District Council



Chief Executive Officer

Rotorua Lakes Council



Chief Executive

Tauranga City Council



Chief Executive

Western Bay of Plenty District Council



Chief Executive Officer

Whakatāne District Council



Chief Executive

Taupō District Council



Chief Executive Officer

Minister of Local Government



Hon Kieran McAnulty

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Protocol for Bay of Plenty RMA Policy and Plans

1 Scope

This Protocol sets out how Bay of Plenty local authorities are to interrelate with each other in respect to the regional policy statement (RPS), and regional and district plans, under the RMA. The chief executives (rather than the mayors, chairman and Minister) agree to this Protocol to reflect that it addresses operational process (not substantive policy[3]). The Protocol promotes earliest consultation and integration of policy through collaboration in the submission process. The essence of the Protocol is to generate efficiencies, meet resource management outcomes and enhance the relationships between local authorities.

The Protocol forms part of the Bay of Plenty Triennial Agreement and meets the requirements of the RMA. The Local Government Act 2002 requires that the region's local authorities enter into a triennial agreement after each election[4] to co-ordinate the responsibilities of local authorities. The chief executives are to review this Protocol every three years as part of the Triennial Agreement or by agreement.

The Protocol applies during the stages of scoping, preparing, varying, or changing a policy statement[5] or plan.

2 Initiation

The local authority responsible for the policy statement or plan initiates and co-ordinates protocol actions. The following staff are responsible for managing this Protocol:

Bay of Plenty Regional Council	Policy and Planning Manager	RPS, regional plans, and input to district plans
Western Bay of Plenty District Council	Manager Resource Management	District plan, input to RPS, regional plans and adjacent territorial authorities' district plans
Tauranga City Council	Manager: City Planning and Growth	
Rotorua Lakes Council	Manager Planning Services	
Whakatane District Council	Manager Policy, Planning & Consents Compliance.	
Kawerau District Council	Manager Regulatory and Planning	
Opotiki District Council	Planning and Regulatory Group Manager	
Taupō District Council	Policy Manager	
Minister of Local Government	Manager Local Government Operations, The Department of Internal Affairs Te Tari Taiwhenua	

[3] Taupō District Council jurisdictional boundaries are wider than the Bay of Plenty Region and accordingly when undertaking a plan change that does not impact this Region then this protocol does not apply.

[4] Local Government Act 2002 No 84 (as at 20 November 2022), Public Act 15 Triennial agreements – New Zealand Legislation

[5] RMA Schedule 1 3A: Consultation in relation to policy statements.

3 Protocol application

This Protocol describes four stages of interaction:

- scoping
- drafting and consulting
- notifying and submitting
- appeals to the Environment Court.

For the Protocol to be effective, the initiating local authority should:

- allocate sufficient time and resources to the first two stages of this process;
- give sufficient notice of meetings;
- distribute an agenda with detail and time allocation reflecting the significance of the issues;
- allow time for responding parties to respond;
- provide a note taker to record attendance, matters discussed, agreements reached, who is to undertake further work, points of difference;
- distribute the meeting record.

Table 1: Relationship between stages of interaction

Informal ◄	**Interaction**	► Formal	
1 Scoping	**2 Drafting and consulting**	**3 Notifying and submitting**	**4 Appeals to the Environment Court**
▪ Informal ▪ Without prejudice ▪ Frank, open and honest ▪ Wide ranging and inclusive ▪ Broad resource management focus ▪ Fully explore issues and methods and their implications ▪ Documented outcome ▪ Joint research initiatives	▪ Semi-formal ▪ Focus on policy justification ▪ Case management approach ▪ Narrow matters to those of material concern ▪ Negotiate ▪ Documented outcome ▪ Expert information	▪ Formal ▪ Strong policy justification ▪ Focus on matters of significance ▪ Case management approach ▪ Peer review by management ▪ Negotiate ▪ Documented outcome ▪ Council submission	▪ Formal ▪ Strong policy or plan justification ▪ Negotiation at senior level

4 Scoping—Stage 1

Scoping is to identify common issues and objectives, queries regarding policy interpretation, including any points of difference and the reasons for those and set out a process to resolve these. Further information may be necessary to resolve differences.

Discussion prior to policy statement and plan preparation will allow:

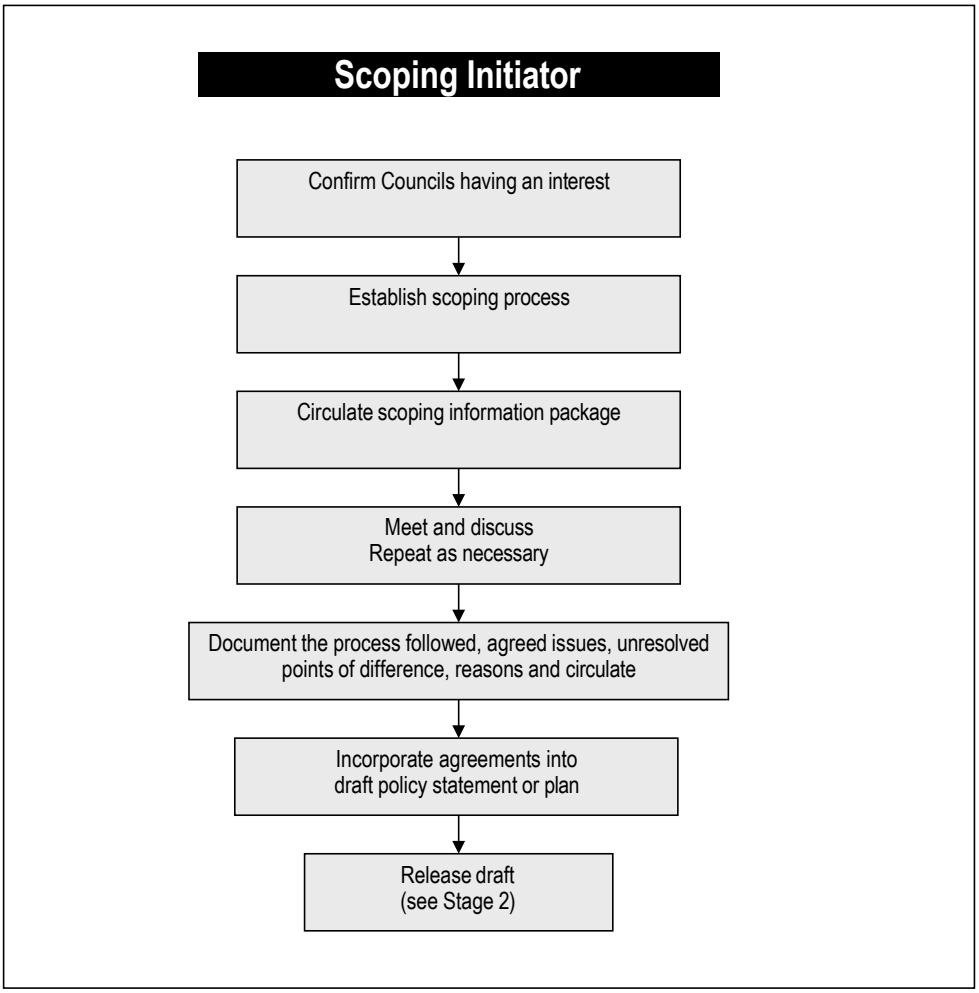
- a wide range of issues and options to be identified
- free, open, and frank discussion without prejudice
- best use of professional resources to evaluate techniques and options

As required, the initiating local authority may consider:

- the right people are identified and involved, such as staff/consultants responsible for policy statement or plan preparation and assessment, technical advisors, and managers responsible for the political interface.
- timely and sufficient information is available to enable meaningful interaction, including a summary of issues, options, risks, and resource management outcomes sought that corresponds to the complexity of the issue.
- research projects or reports commissioned on relevant issues should be included.
- reports to the initiating local authority setting the scene are included.

The initiating local authority should distribute a summary of the position reached through scoping before releasing a draft policy statement or plan for comment.

The following flow diagram is a **guide** to scoping. Changes to the process should be agreed by the interested parties.



5 Drafting and consulting—Stage 2

Local authorities usually release a **draft** for consultation before notifying a proposed policy statement or plan. This stage may be formal or informal. When a policy statement or plan reaches a draft stage and before it has been released for wider consultation, send it to local authorities with an interest for their comment.

A presentation to interested local authorities may be beneficial to generate efficiencies later in the more formal stages. Remind elected representatives of this and advise against consultation being truncated.

Effective consultation can help parties understand each other's position and to identify, discuss and resolve points of difference. Matters not resolved are likely to be the subject of formal submissions.

Once the policy statement/plan is formally notified, no new issues would be expected unless material changes introduce new matters. Signal any change in political direction to other local authorities as soon as possible.

5.1 Commenting on proposed RPS/plans and RPS/plan changes

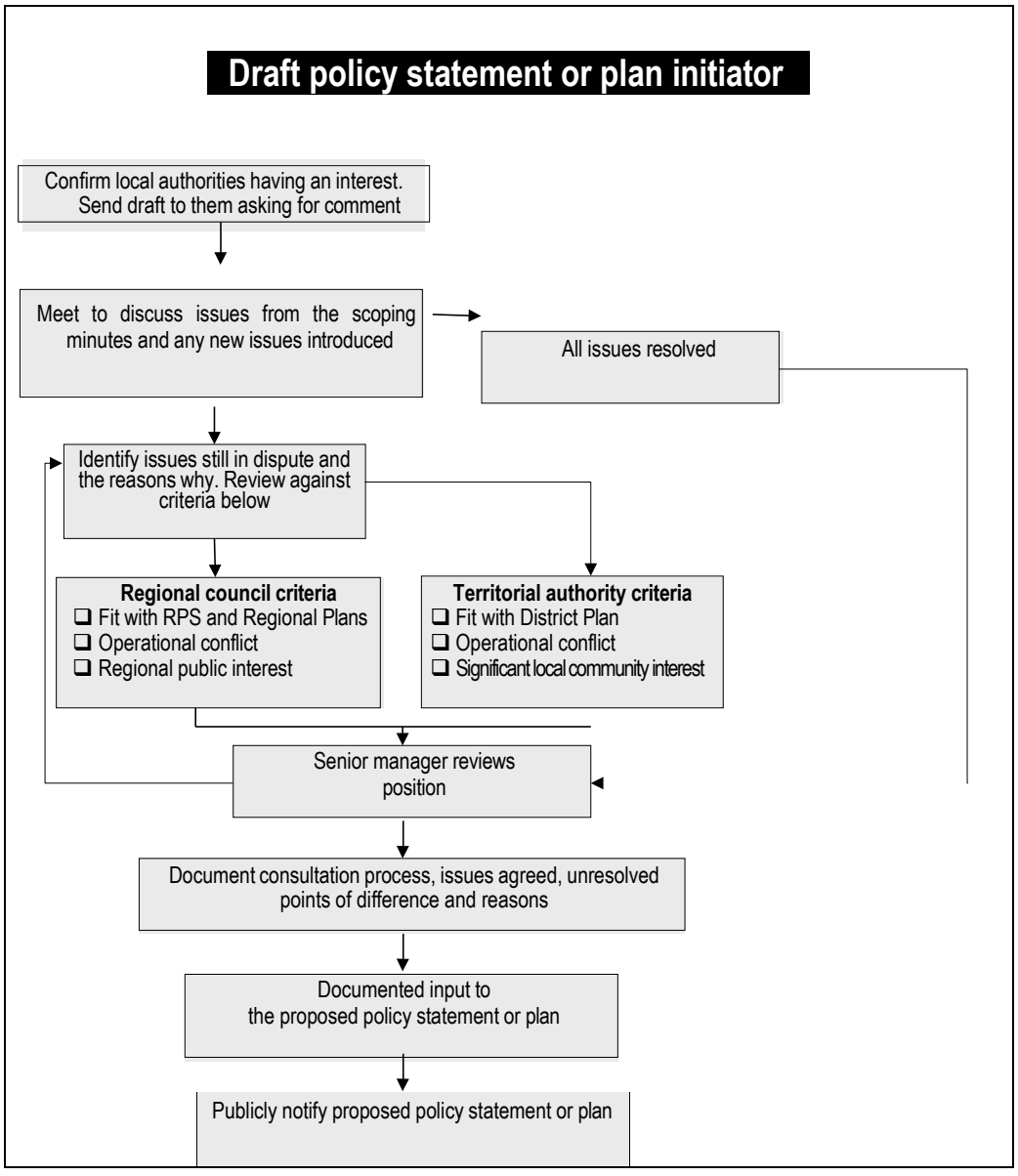
Comments on a draft policy statement or plan are semi-formal, represent the organisational view and would generally be discussed with the initiating local authority. Include a summary of the position reached through the scoping stage.

Comments should:

- emphasise the resource management purposes that the initiating local authority is seeking.
- Focus on policy and plan implications[6] with an emphasis on matters of difference already identified.
- Reference the relevant policy statement or plan objective, policy, method and/or rule (see Appendix).
- Distinguish between matters of significance to the local authority and those of more general concern.
- Refer to relevant operational or strategic plans to validate the comment, including the long-term plan, asset management plans, pest strategies, reserve management plans, corporate action plans and growth strategies and models.
- Explain the impacts on the local authority in terms of practicality and reasonableness, and any cost implications (if known), in sufficient detail to be credible and stand scrutiny.
- It is good practice for parties to discuss comments before lodging them. Explore opportunities to reach agreement. An example of good practice is inviting regional council staff to district plan project teams and vice versa.

[6] Constructively comment on style or grammar in informal exchanges between peers, e.g. by email.

Draft policy statement or plan key steps



6 Notifying and submitting—Stage 3

6.1 Submissions

Given the consultation undertaken at the scoping and draft stages and the efforts to resolve matters of difference, issues still outstanding should relate to matters of substance. By the time a policy statement or plan has been publicly notified, matters in contention between the parties should be clearly identified and understood. Communicate any **new** matters introduced into the proposed policy statement or plan likely to be of interest to the recipient and the reasons for inclusion.

To reduce the risk of other parties' submissions against sought-after provisions being accepted, local authorities are encouraged to make supportive submissions. By submitting, a local authority gains rights to appeal. Section 274 of the RMA may provide additional opportunities to join appeal proceedings.

Any submission relying on relevant policy documents should reference that objective, policy, method and/or rule.

Submissions on a notified policy statement or plan are formal and must be supported by policy including:

For regional council submissions on district plans:

- the operative and proposed regional policy statement
- operative and proposed regional plans
- other statutory documents, including the regional council long-term plan, regional land transport strategy, pest management strategy, civil defence emergency management group plan, National Policy Statements
- relevant operational requirements and corporate activities.

Submissions should relate to matters impacting implementation of regional policy and plans, regional council operations or issues of regional public interest.

For territorial authority submissions on the regional policy statement, regional plans and adjacent territorial authorities' district plans:

- district plans and other statutory documents including long-term plan, asset management plans, growth management plans, strategies and
- relevant operational requirements, National Policy Statements and corporate activities.

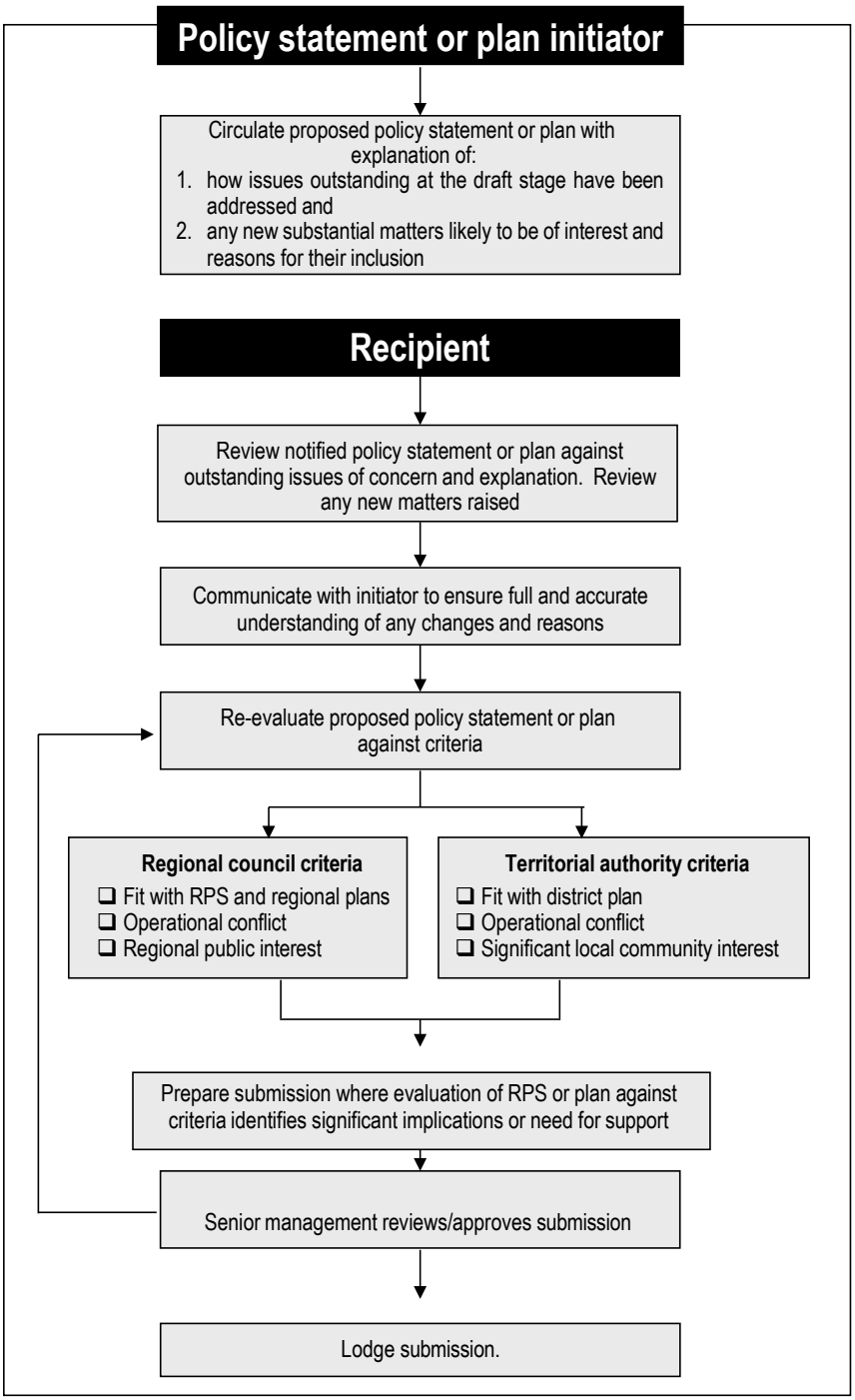
Submissions should relate to matters impacting the territorial authority's district plan, its operations including cost, reasonableness and practicability, or issues of local community interest.

A senior manager will review the submission to ensure:

- it is **well founded** in terms of policy or other relevant criteria
- it is a **significant matter** on its own or gives rise to significant implications for the local authority in carrying out its responsibilities or implementing its policy
- it specifies an appropriate **means of relief**.

Before confirming the submission, the senior manager **may** refer it to their counterpart to ensure the submission is accurate, policy driven and appropriate. This is an optional good practice step in light of the purpose of the Protocol.

Notifying and submitting steps



6.2 Further submissions

Further submissions have a 10-working day timeframe; the initiating party should provide an advance copy of the summary of submissions if possible. Apply the criteria under 6.1 of this protocol when making a further submission.

6.3 Local authority hearings

Pre-hearing meetings

Local authorities should discuss the need for pre-hearing meetings while preparing officer reports on submissions and jointly agree on a case-by-case basis. These discussions could identify areas of common interest and points of difference and how to address them in the hearing.

Hearings

Ten working days' notice is required for a hearing on a proposed policy statement or plan (Schedule 1, clause 8B of the RMA). It is good practice to provide more time than the minimum required[7].

Allow adequate time for an officer's report to be considered in the preparation of technical evidence. The officer's report must be received by a submitter at least 5 working days before the hearing (section 42A(3) of the RMA), but aim to send it at least 10 working days before a hearing for complex plan matters. This allows time for technical evidence to be circulated before the hearings. An authority conducting a hearing may require a submitter to provide briefs of evidence (section 41B of the RMA), in which case additional notice of hearing is essential.

Relevant staff are expected to appear at the hearing. The initiating local authority is recommended to appoint a "case manager" to co-ordinate the hearing process and be responsible for running the hearing, co-ordinating appearances and facilitating and supporting the process. The local authority submitter should also have one point of contact. The case manager should present the local authority's concerns effectively, including ensuring technical experts are available if necessary. The hearing process is to assist the hearing panel make a good decision, which includes providing the hearing panel with expert opinion.

6.4 Decisions

The initiating local authority should send its decisions and the amended proposed policy statement or plan to the local authorities that submitted.

7 Appeals to the Environment Court - Stage 4 (RMA Schedule 1 process only)

Given the significant cost, resource and relationship impacts of appeals, every effort should have been made to reach agreement on matters of significant difference before this stage. If a local authority is lodging or joining an appeal, it is good practice to give prior notice to the initiating local authority. Mediation may be appropriate where parties are keen to find common ground[8].

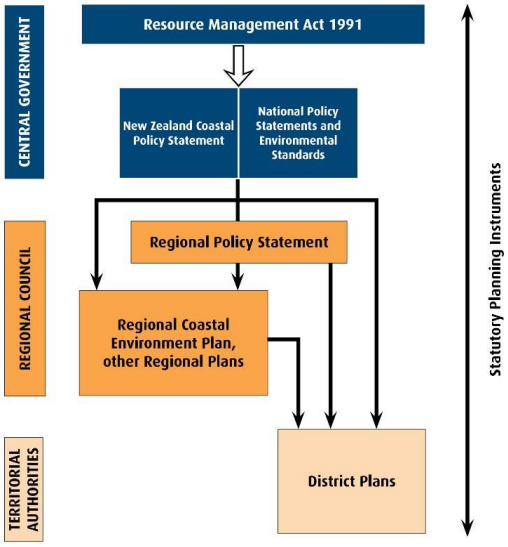
[7] The statutory obligations applying to hearings are set out in the RMA. Sections 39, 39A, 39B, 39C, 40, 41, 41A, 41B, 41C, 42, and 42A, and Schedule 1, clauses 8AA, 8B, 8C, 8D, 9, 10 an 11, may apply.

[8] When considering appealing, note that declaration provisions under s 310 RMA and section 82¸ Disputes, may also be useful where clarity is sought from the Court.

Appendix: Relationship of Resource Management Act Policies and Plans

Some relevant sections of the RMA

s62	Contents of regional policy statements
s65	Preparation and change of other regional plans
s66	Matters to be considered by regional councils
s67	Contents of regional plans
s73	Preparation and change of district plans
s74	Matters to be considered by territorial authority
s75	Contents of district plans



11.14 MAYOR'S REPORT TO COUNCIL

File Number: **A7105722**

Author: **James Denyer, Mayor**

Authoriser: **James Denyer, Mayor**

EXECUTIVE SUMMARY

The purpose of this report is for the Mayor to provide updates to Council on the below subjects.

RECOMMENDATION

That the Mayor's report dated 26 February 2026 titled 'Mayor's Report to Council', be received.

MAYOR'S UPDATES

Meetings

External functions and meetings attended by me between 1 December 2025 and 9 February 2026 include:

Mayor Drysdale, Geoff & Dianne Ford re Te Tumu, Tauranga	2 December
Blessing for Two Mile Creek bridge, Waihī Beach	3 December
Callaghan Innovation Experience R&D Grant event, Tauranga	3 December
Jared Baronian, Sanderson Group CEO	3 December
LWDW JWG initial meeting	3 December
Regional Deal governance group update, Teams	5 December
Cook Islands Kaumaiti Nui, Katikati	5 December
Opening of Muriwai wharekai and kaumatua housing, Tahawai	6 December
Regional CDEM induction, Te Puke	8 December
LWDW JWG	8 December
Scott Campbell, re strategic landscape	8 December
Katikati College Senior Prizegiving, Katikati	9 December
Place brand governance group, Tauranga	10 December
Katikati Trails Group, Katikati	10 December
Regional Deal update, Stephen Joyce, Tauranga	12 December
Waihī Beach medical centre information session, Waihī Beach	13 December
Uretara Stream jetty opening, Katikati	13 December
Highfields Pond visit and meeting with residents, Katikati	13 December
Athenree Homestead Christmas carols event, Athenree	14 December
LWDW JWG	22 December

Tom Rutherford MP & residents, Te Puna Station Rd behaviour, Te Puna	16 January
Julie Hayes et al, Tetley Road industrial park, Teams	19 January
Minister Mitchell, BOPRC GECC, Tauranga	22 January
Louise Saunders, MKMT, Te Puna	22 January
Mayors/Chair/CE catch up, Teams	28 January
Place brand governance group, Tauranga	29 January
LWDW JWG	29 January
Yao Fang and Austen Richardson funeral, Pyes Pa	31 January
LWDW JWG	2 February
Infrakiwi, re infrastructure funding	3 February
Simon Boyes, re CE recruitment	3 February
MartinJenkins interview re council operations	3 February
Mayor Drysdale, Tauranga	4 February
Anton Labuschagne & Mariska Koekemoer, Audit NZ, planning meeting	5 February
Sean Haynes, Veros re Waikite Road	5 February
Waitangi Day dawn commemoration, Mt Maunganui	6 February
Te Rā Waitangi Whānau Festival, Katikati	6 February
Mayoral Forum informal session re LG reform, Rotorua	8-9 February

CEO UPDATES

External functions and meetings attended by CEO and Mayor between 1 December 2025 and 9 February 2026 include:

Jared Baronian, Sanderson Group CEO	3 December
Infrakiwi, re infrastructure funding	3 February
Anton Labuschagne & Mariska Koekemoer, Audit NZ, planning meeting	5 February

External functions and meetings attended by the CEO between 1 December 2025 and 9 February 2026 include:

Regional Deals CE Steering meeting	2 December
IAWAI Tauranga/Western Bay Leadership Meeting	3 December
Geoffrey Ford	3 December
Briefing to TCC - Thunder Ridge and TECT Park	4 December
Regional Deal Governance Meeting	5 December
BOPLASS Board Meeting	5 December
BOP CEs Forum	5 December
Priority One Executive Board Meeting	8 December
Scott Hamilton	9 December
Taituarā with MfE Leadership – Resource Management Changes	11 December
Civil Defence Emergency Management Group Joint Committee	12 December
Thunder Ridge Meeting	18 December
Craig Hurst & Co	20 January

Thunder Ridge Meeting	21 January
Sanderson Group	22 January
UNISWE Government Level Coordination for Weather Event	28 January
Taituarā CE Hui (on-line)	29 January
Regional Deals CE Meeting	30 January
MartinJenkins	30 January
HealthHouse and Thunder Ridge	30 January
UNISWE – Weather Event	4 February

Tropical Depression 05F

The Bay of Plenty and Western Bay & Tauranga in particular were hit hard by Tropical Depression 05F. A State of Emergency for the region was declared on 21 January, which was extended until 4 February for Tauranga and the Western Bay. These councils moved to a transition period from 4 February, which will last until 4 March.

Western Bay suffered two fatalities from a slip at a property off Welcome Bay Road. Numerous other slips have been recorded, which have damaged houses, roads and private driveways.

Damage to Council's infrastructure is still being assessed, but it will be many $m to repair the damage. A Mayoral Relief Fund to support unmet funding needs by residents has been set up with a $100k contribution from central government. More is likely to follow. Residents are encouraged to apply with full details and application criteria available on Council's website. Further assistance for our infrastructure damage will be sought from government.

I wish to thank the emergency responders, our staff, volunteers in the community and iwi/Māori who all stepped up and did such an excellent job during the difficult and sometimes harrowing response phase. As we move into the recovery phase, it will be a long journey ahead for many of those affected and for Council to repair the damage to our infrastructure.

Local Water Done Well

Regular meetings of both the internal WBOPDC elected members group (WBEMWG) and the Joint Working Group (JWG) that includes TCC councillors and tangata whenua have taken place since December and a lot of work has gone into reviewing and considering the various options for how the multi-council CCO might be structured. The intention is to progress towards a final decision in early April.

Regional Deal

The Regional Deal remains with government and the DIA for review and approval. Council will then consider final approval.

Local Government Reform

The mayors of the Bay of Plenty and the BOPRC Chair are to meet in Rotorua on 8-9 February. A verbal update will be given at the meeting.

12 INFORMATION FOR RECEIPT - KŌRERO TE WHIWHIA

12.1 WESTERN BAY OF PLENTY DISTRICT COUNCIL SUBMISSION ON DRAFT LOCAL GOVERNMENT STANDING ORDERS

File Number: A7103045

Author: Matthew Leighton, Policy and Planning Manager

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

1. For the information of Council, this report presents a submission made by Western Bay of Plenty District Council on the following matter:
   (a) Draft local Government Standing Orders
2. Please note that due to the online submission process required by Standards New Zealand, the submission could not be presented as a formal letter.

ATTACHMENTS

1. **Western Bay of Plenty District Council Submission to the Draft Local Government Standing Orders**

Response ID ANON-UT9D-RC8E-R

Submitted to DZ 9202:2025 Local government standing orders
Submitted on 2025-12-12 09:44:23

Information collection

Please confirm that you have read and agree to this privacy statement:

Yes :
Yes

Your details

What is your name?

Name:
Mayor James Denyer

What is your email address?

Email:
matthew.leighton@westernbay.govt.nz

What is your organisation?

Organisation:
Western Bay of Plenty District Council

Please confirm that you have read the information above.

Yes:
Yes

Information on how to complete the form

Your feedback

Comment 1

Please select which section you are commenting on:
DZ 9202

Please state which part of the section you are commenting on:
N/A

Comment type:
General

Comment :

Thank you for the opportunity to provide feedback on DZ 9202:2025 Model Standing Orders for Meetings of Local Authorities and Community Boards. We do not wish to speak to our submission.

Western Bay of Plenty District Council largely supports the review and update of NZS 9202:2003 Model Standing Orders for Meetings of Local Authorities and Community Boards. There are, however, several key points of further clarification sought. These are discussed in further detail below.

Concern has arisen around potential copyright matters and costs associated with the Standing Orders now sitting with New Zealand Standards. This concern is exacerbated by the presentation of the draft and its lack of availability in an easy to consider downloadable format.

Proposed change:

We would expect that the standard be freely available to use and that councils be enabled to publish their Standing Orders (noting the points of discretion made) on the relevant local authority's website.

Would you like to submit another comment?

Yes

Your feedback

Comment 2

Please select which section you are commenting on:
DZ 9202

Please state which part of the section you are commenting on:
N/A

Comment type:
General

Comment :

The proposed format is unnecessarily complex and will hinder implementation. Currently our standing orders has a more streamlined approach to numbering parts and sections. Most are limited to two numbers ("3.2") and occasionally may include a letter (e.g. 4.1 (a)). The proposed standing orders, have a more complex approach with the result that there are clauses such as "9.11.3.6 (a)". This is rather awkward to use and apply in meetings, and makes it unnecessarily difficult for Elected Members to remember and quote as needed in their duties.

Proposed change:

That the approach to numbering be revisited and a simplified with a view to make it easier to be implemented in meetings.

Would you like to submit another comment?

Yes

Your feedback

Comment 3

Please select which section you are commenting on:
2. General Matters

Please state which part of the section you are commenting on:
1.1 (a)(a) Obligation to adopt standing orders – Options for speaking and moving

Comment type:
Technical

Comment :

We are pleased to see that the standard continues to allow for discretion around the method of debate and casting votes. It is important that the ability to choose between the options is retained, as this allows Councils to select the approach that best suits their size, scale and needs. We do however note that the application of this appears to be unclear and contradictory. s.9.11.1 appears to be completely contradictory to s.2.1.1(a)(a). s.9.11.1 seems to require a very clumsy and time-consuming approach being undertaken in every meeting, whilst s.2.1 suggests that the general procedures can just be adopted once.

Proposed change:

We seek further clarity regarding implementation of s2.1.1(a)(a) and s.9.11.1. Recommend that s9.11.1 be amended to allow for Councils to adopt the method once.

Would you like to submit another comment?

Yes

Your feedback

Comment 4

Please select which section you are commenting on:
9. Debate

Please state which part of the section you are commenting on:
11.1 General procedures for speaking and moving motions – Options for speaking and moving

Comment type:
Technical

Comment :

As previously mentioned, we are pleased to see that the standard continues to allow for discretion around the method of debate and casting votes. It is important that the ability to choose between the options is retained, as this allows Councils to select the approach that best suits their size, scale and needs. We do however note that the application of this appears to be unclear and contradictory. s.9.11.1 appears to be completely contradictory to s.2.1.1(a)(a). s9.11.1 seems to require a very clumsy and time-consuming approach being undertaken in every meeting, whilst s2.1 suggests that the general procedures can just be adopted once.

Proposed change:

We seek further clarity regarding implementation of s2.1.1(a)(a) and s.9.11.1.
Recommend that s9.11.1 be amended to allow for Councils to adopt the method once.

Would you like to submit another comment?

Yes

Your feedback

Comment 5

Please select which section you are commenting on:
7. Quorum requirements

Please state which part of the section you are commenting on:
7.7.2 – Requests and conditions to attend by electronic link Technical comment type

Comment type:
Technical

Comment :

The proposed approach to electronic attendance provide clarity on rights and expectations. It is noted the need to give at least two days notice, and that this may be reduced for reason of illness or emergency. This approach strikes a positive balance between the expectation for in person attendance and allowing for electronic attendance in exceptional circumstances.

Proposed change:

Retain s7.7.2 as drafted.

Would you like to submit another comment?

Yes

Your feedback

Comment 6

Please select which section you are commenting on:
6. Public access and recording

Please state which part of the section you are commenting on:
6.2.3 – Public Forum – Requests and Time limits Technical comment type

Comment type:
Technical

Comment :

Section 6.2.3, as drafted, allows for public forum or deputations to be requested at least one clear working day prior to the meetings. This is a useful approach that allows for community involvement and allows for prior preparation if necessary. Reducing this to less than one clear working days would lead to an increase of late items and requests and will increase administrative costs. However, allowing chairs discretion on this matter allows for Council to be responsive where the item is considered appropriate for that meeting.

Proposed change:

Amend s.6.2.3 to continue to not allow for requests later than one clear working day before the meeting, except with the chair's discretion.

Would you like to submit another comment?

Yes

Your feedback

Comment 7

Please select which section you are commenting on:
6. Public access and recording

Please state which part of the section you are commenting on:
6.2.6 - Discussion and decisions on matters raised at public forums and deputations

Comment type:
Technical

Comment :

Limiting discussion and decisions on items raised via public forum or deputations is a sensible approach and largely mirrors existing practice. For the purposes of good decision making and transparency, it is important that the discussion is had at the time of making a decision. Furthermore, if an item is considered urgent enough to require a decision to be made at the meeting s.5.7 (items not on the agenda – decision cannot be delayed) would allow this.

Proposed change:

Retain s6.2.6 as drafted.

Would you like to submit another comment?

No

12.2 WESTERN BAY OF PLENTY DISTRICT COUNCIL SUBMISSION ON LAND TRANSPORT (REVENUE) AMENDMENT BILL

File Number: A7105312

Author: Rebecca Gallagher, Senior Policy Analyst

Authoriser: Emily Watton, Acting General Manager Strategy and Community

EXECUTIVE SUMMARY

For the information of Council, this report presents a submission made by Western Bay of Plenty District Council on the following matter:

(a) Land Transport (Revenue) Amendment Bill

ATTACHMENTS

1. **Western Bay of Plenty District Council submission on Land Transport (Revenue) Amendment Bill**

Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 0800 926 732
E info@westernbay.govt.nz
westernbay.govt.nz

8 January 2026

Land Transport (Revenue) Amendment Bill
Committee Secretariat
Transport and Infrastructure Committee
Parliament Buildings
Wellington 6160

Name: Mayor James Denyer
Organisation: Western Bay of Plenty District Council
Postal Address: Private Bag 12803, TAURANGA 3143
Daytime telephone: 0800 926 732
Email address: rebecca.gallagher@westernbay.govt.nz

Western Bay of Plenty District Council Submission on the Land Transport (Revenue) Amendment Bill

Western Bay of Plenty District Council (WBOPDC) appreciates the opportunity to provide feedback on the Land Transport (Revenue) Amendment Bill, but notes that the deadline for submissions in the holiday period is not conducive to a full consideration of the issues.

Background
WBOPDC is a territorial local authority covering 195,000 hectares with a population of 60,000 people. Urban areas in the district include Waihī Beach, Katikati, Ōmokoroa and Te Puke. We are a fast-growing district, and our population is expected to exceed 70,000 by 2037, an increase of 17% in only 12 years.

WBOPDC surrounds Tauranga City and many of our residents travel into the city for work, school, healthcare, shopping and other activities. There are very limited public transport options within the subregion and the majority of our communities have no other option but to rely on cars for their commute.

Inequity of tolls within the Western Bay of Plenty subregion
Historically, the Western Bay of Plenty subregion has had a disproportionate number of toll roads compared to the rest of New Zealand. This includes current tolls on Takitimu Drive and the Tauranga Eastern Link, as well as previous tolling on the first

Tauranga Harbour Bridge. The soon to be completed Takitimu North Link will also be tolled. Few other roads nationally have been tolled, creating a clear inequity for our subregion. We seek tolling to be more consistently applied across New Zealand, particularly where there is significant investment in alternative routes and untolled routes remain available.

Proposed legislative changes

The Bill extends powers for road controlling authorities (NZTA or councils) to toll new roads, subject to Ministerial approval. Most existing procedures and safeguards remain, but key changes include:

- Relaxing the requirement for an untolled alternative route for all vehicle types.
- Allowing the Minister to restrict heavy vehicles from using alternative routes (typically the revoked state highway), except for deliveries or collections accessible only via that route (Section 46D(1)).

Heavy vehicle tolling concerns

Inter-regional freight traffic is a major contributor to road wear and creates social impacts when routed through communities. We support the restriction of heavy vehicles from using alternative routes as the likely alternative route will be a local road not designed for frequent ongoing heavy vehicle use. This ensures mitigations against the following concerns:

- Increased maintenance costs for councils.
- Safety and noise impacts, particularly near schools and residential areas.
- Disruption to local amenity and business environments where heavy freight movements are incompatible with community-scale infrastructure.

While we support tools to manage diversion, the new section 46D introduces a Ministerial power to restrict classes of heavy vehicles on alternative routes, backed by infringement provisions. We recommend that any exercise of this power be subject to:

- Local consultation with affected communities and businesses.
- Clear engineering and safety criteria to justify restrictions.
- Monitoring of impacts before and after implementation to ensure restrictions achieve intended outcomes without unintended consequences.

Adjustment of toll levels

We support provisions for regular toll adjustments based on the Consumer Price Index (CPI). In addition we seek clarification on the Minister's new toll-setting considerations under section 48(4), which include maximum revenue potential, user benefits, and network effects. We recommend that these considerations be balanced by explicit safeguards to prevent tolls being set primarily to maximise revenue, and that they incorporate distributional, regional equity and economic

impact assessments. An economic impact assessment approach is consistent with the methodology required for speed management decisions. This ensures tolling decisions do not disproportionately affect communities or impose undue economic burdens on households and businesses.

New roads to be tolled

The Bill does not address the issue of increasing capacity on existing state highways by adding new lanes to expressways or motorways. This omission raises an important question: would such significant upgrades be considered "new roads" under the legislation, and therefore qualify for tolling? Clarification is needed to ensure consistency and transparency in how tolling powers are applied.

Use of toll revenue

Section 61A(2) allows toll revenue to fund planning, design, construction, maintenance, or operation of roads, even if not part of the tolling scheme. Historically, tolling has been temporary, ending once capital costs were recovered (e.g., Auckland and Tauranga Harbour Bridges). We are concerned that allowing toll revenue to fund ongoing operational costs without a defined end date could create inequities for communities affected by tolling. The National Land Transport Fund (NLTF) funds operational costs for the state highway network nationally; excluding tolled roads from this funding would be inequitable.

We seek clarification on how the proportion of toll revenue will be calculated and allocated to maintain alternative routes (local roads).

Liability to pay tolls

The amendment to section 52 shifts the liability from the driver to the registered person. We support this approach, however, note that this has implications for fleet operators, rental companies, and households (e.g. multiple users). We recommend guidance and safeguards for dispute resolution, data access, and administrative burden on registered persons.

Road User Charges (RUC) Amendments

Part Two of the Bill modernises the RUC system by introducing flexible payment options and enabling in-vehicle technology to record distance. This is an important step toward electronic RUC for light vehicles and long-term financial sustainability of the transport network.

This Bill marks the beginning of a shift toward road pricing. By permitting accurate in-vehicle monitoring of distance, it introduces transparent distance-based charging model rather than charges hidden in fuel prices. While this is not full road pricing (which would factor in time and location), it is a first step.

We support the move to road pricing as it is based on sound economic principles: when users face the true cost of their demand, they consume only what they value. This approach is consistent with other policy instruments such as water metering. However, caution is needed in our district with limited public transport options, where communities have little choice but to rely on private vehicles for commuting and growing sustainable businesses.

We recommend that public transport and emergency vehicles be exempt from both tolling and the proposed RUC system. These exemptions are important because they:

- Support essential services such as emergency response, ensuring they are not delayed or financially burdened.
- Encourage the use of public transport by keeping costs low.
- Avoid passing additional costs onto vulnerable users who rely on these services.

The Bill does not set a date for transitioning light vehicles from fuel excise to RUC, which is prudent to allow assessment of payment options. However, significant policy development is still required, including:

- Determining whether charges recover the full economic cost of road use.
- Considering distributional impacts.
- Addressing privacy concerns related to in-vehicle monitoring.
- Considering implementation approaches to ensure administrative efficiencies.

Transitioning to electronic RUC is important for maintaining revenue for land transport infrastructure. We support these changes in principle and acknowledge that the current paper-based RUC system is outdated. The proposed amendments are a pragmatic step toward a transparent and sustainable charging framework. We support that electronic RUCs should be opt-in, but with manual alternatives for those who prefer other options.

However, we would like to highlight the importance of considering privacy concerns for any new technological system regarding what information is gathered and restrictions on how it is shared. This would be particularly the case should such a system evolve beyond tracking anything more than simply the distance travelled (e.g. speed or location). As such, we support the statement made by Minister Bishop in his announcement of 21 November 2025 that "…data privacy is important to New Zealanders. Any technology solutions will be required to comply with the Road User Charges Act which contains strong privacy safeguards and strictly limits what information can be accessed".

We are more than happy to discuss any matters for clarification or to expand further.

Yours sincerely,



James Denyer
Mayor
Western Bay of Plenty District Council

13 RESOLUTION TO EXCLUDE THE PUBLIC - WHAKATAU KI TE PORO I TE MAREA

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

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
13.1 - Tourism Bay of Plenty - Trustee Appointment and Recruitment	s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
13.2 - Road Stopping Land Exchange Burd Road Oropi	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)(i) - 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