

Mā tō tātou takiwā
For our District

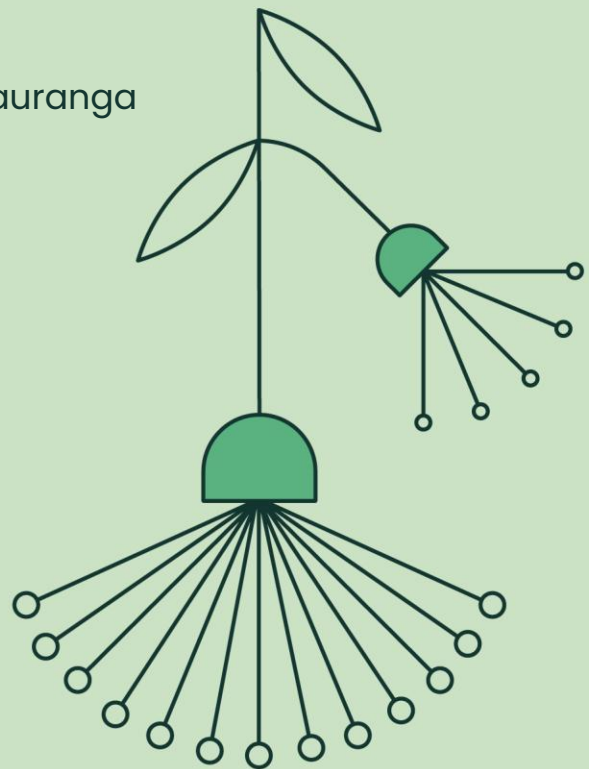
Projects and Monitoring Committee

Kōmiti Whakakaupapa me Aroturuki

PRC26-2

Tuesday, 9 June 2026, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



Projects and Monitoring Committee

Membership:

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

Role:

- To monitor and review the progress of the Council's activities, projects and services.

Scope:

- Subject to agreed budgets and approved levels of service, to make decisions to enable delivery of the operational and capital programme of Council.
- To monitor the implementation of Council's strategies, plans and policies, and delivery of projects, as contained in the Long Term Plan or Annual Plan.
- To monitor the operational performance of Council's activities and services against approved levels of service.
- To monitor the effectiveness of Council and agency service agreements / contracts.
- To monitor agreements between Tauranga City Council and Western Bay of Plenty District Council and recommend to the respective Councils any changes to agreements, as appropriate.
- To monitor the on-going effectiveness of implemented joint projects, plans, strategies, and policies with Tauranga City Council.
- To monitor performance against any Council-approved joint contracts with Tauranga City Council and/or other entities.

- To monitor performance against the Priority One approved contract.
- To receive updates on community emergency response planning and community resilience work.

Power to Act:

The Committee is delegated the authority to:

- Make decisions to enable and enhance service delivery performance, in accordance with approved levels of service, and subject to budgets set in the Long Term Plan or any subsequent Annual Plan.
- Receive and consider staff reports as appropriate on the implementation of Council's strategies, plans and policies, and delivery of projects.
- Receive and approve reports on service delivery contracts performance.
- Make decisions to enable delivery of the operational and capital programme of Council.
- Approve contracts and related agreements for delivery of projects, as necessary.
- 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 other subordinate decision-making body, subject to the restrictions on its delegations and provided that any sub-delegation includes a statement of purpose and specification of task.

Notice is hereby given that a Projects and Monitoring Meeting will be held in the Council Chambers, 1484 Cameron Road, Tauranga on:
 Tuesday, 9 June 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**

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest that they may have.

7 TRANSFER OF EXCLUDED ITEMS – TE WHITINGA O TE AO MĀRAMA KI NGĀ TAKE MUNA**8 PUBLIC FORUM – WĀHANGA TŪMATANUI**

A period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Board for up to five minutes on items that fall within the delegations of the Board provided the matters are not subject to legal proceedings, or to a process providing for the hearing of submissions. Speakers may be questioned through the Chairperson by members, but questions must be confined to obtaining information or clarification on matters raised by the speaker. The Chairperson has discretion in regard to time extensions.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the customer relationship management system as a service request, while those requiring further investigation will be referred to the Chief Executive.

9 PRESENTATIONS – NGĀ WHAKATAIRANGA

10 MINUTES FOR CONFIRMATION – TE WHAKATAU I NGĀ MENETI

10.1 MINUTES OF THE PROJECTS AND MONITORING COMMITTEE MEETING HELD ON 21 APRIL 2026

File Number: A7314928

Author: Rosa Leahy, Senior Governance Advisor

Authoriser: Robyn Garrett, Governance Manager

RECOMMENDATION

1. That the Minutes of the Projects and Monitoring Committee Meeting held on 21 April 2026 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 Projects and Monitoring Committee Meeting held on 21 April 2026

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
PROJECTS AND MONITORING MEETING NO. PRC26-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 21 APRIL 2026 AT 9.30AM**

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

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

3 IN ATTENDANCE - I TAE AKE

B Singh (General Manager Infrastructure Group), M Taris (Interim Chief Executive), A Henderson (Acting General Manager Corporate Services), A Lane (General Manager Strategy and Community), P Watson (Reserves and Facilities Manager), J Proverbs (Communications Specialist), S Parker (Cycleways Manager), C McLean (Director Transportation), R Leahy (Senior Governance Advisor), R Garrett (Governance Manager) and H Wi Repa (Governance Systems Advisor)

4 APOLOGIES - NGĀ WHAKAPAHĀ

APOLOGY

RESOLUTION PRC26-1.1

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr L Rae

That the apologies for lateness from Mayor J Denyer and Cr R Joyce be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS – NGĀ TAKE TŌMURI

Nil

6 DECLARATIONS OF INTEREST – NGĀ TUKITUKINGA

Nil

7 TRANSFER OF PUBLIC EXCLUDED ITEM – TE WHITINGA O TE AO MĀRAMA KI NGĀ TAKE MUNA

Nil

9.34am Mayor J Denyer entered the hui.

8 PUBLIC FORUM – WĀHANGA TŪMATANUI**8.1 BOP COAST ROWING CLUB – PROPOSAL TO DEVELOP A PAPER ROAD AT WAIROA RIVER**

Charlie Burns and Nick Hanna were in attendance on behalf of the BOP Coast Rowing Club to present a proposal to develop a paper road to Wairoa River. They noted the below points:

- The Club was 34 years old and served a wide range of athletes from various ages.
- Since the Club had relocated to the riverside, they had expanded immensely and were looking to build an extension to the existing facility.
- As a result of the increase in activity in the area, pressure was being put on roading infrastructure.
- They requested that the width of the road be widened and sealed to the full width of the paper parcel. This would enable two lanes of traffic and car parking, if this could not be achieved they felt that widening it to two lanes would suffice.
- The current gravel road potholed very quickly and caused damage to users' equipment.

9.42am Cr Rodney Joyce entered the hui.

- The increased activity on the road was causing issues for the neighbours, a nearby kiwifruit grower had experienced an increase of dust on their crop and overflow carparking into the cul-de-sac was a safety hazard.

The presenters responded to pātai as below:

- The proposal had 105 car parks (approximately 50 on either side of the road). The concept plan was developed in line with Council's development code.
- The design and quantity survey had been undertaken for the shed expansion. The Club was now looking to start fundraising for it, noting that it could take a number of years before the facility was built. The cost of the building was approximately \$3 million.
- There was provision for trailer parking on the site.
- The dimension of the car parks was 2.5m x 5.4m and the lane width was approximately 6m each.
- Ideally the proposed car park area and road would be chip sealed to help mitigate the issue of potholes.

Tabled Item 1 – BOP Coast Rowing Club Presentation

8.2 WAYNE LOWRY – ORMSBY LANE MAINTENANCE ISSUES

Wayne Lowry, Chairman of the Kaimai-Ōmanawa Rural Ratepayers Association, was in attendance to discuss maintenance issues with Ormsby Lane. He noted the below points:

- Mr Lowry requested that 200m of gravel road on Ormsby Lane be serviced by Council to a state where it was safe for residents to use.
- Ormsby Lane was part owned by Council and it was the public part of the road that was causing issues.
- Residents had observed that a smaller chip size was used when grading the road and believed that it was not adequate for the road.
- The issue had been brought to Mr Lowry's attention approximately six months ago.

Staff responded to pātai as below:

- A roading crew would be going to the site to evaluate the issue.
 - There was an unsealed maintenance contract for the road, which specified how the maintenance was to be completed, however recent weather events had affected the road.
 - There were challenges with getting the grade of material correct for unsealed roads. The road needed enough clay content to enable the material to bind and form a smooth and solid surface, however, too much clay could cause the road to become muddy.
 - It was noted that the maintenance contracts were monitored by staff to ensure the work was completed to contract specifications.
-

8.3 LINDA WILMAN – WORK ROAD MAINTENANCE ISSUES

Linda Wilman was in attendance to discuss maintenance issues with Work Road. She noted the below points:

- There were issues with potholes on the unsealed parts of Work Road, which was approximately 2km. The road was becoming close to impassable due to maintenance issues.
- Residents were concerned that the road rehabilitation had been delayed.
- The recent weather events kept washing away the road and forming large potholes.
- There were concerns about the metal being used, which residents believed to be large quarry waste, noting that some residents had punctures in their tyres.
- It was noted that the road was a school bus route.

The Chairperson advised that design work for sealing a section of the road was underway, however, the works would not begin until 2027.

8.4 JILL AND GEOFF DELL – FLOODING AT TWO MILE CREEK

Jill and Geoff Dell were in attendance to discuss issues with flooding at Two Mile Creek. She noted the below points:

- Their property flooded on 22 January 2026, the flooding happened during heavy rain.
- Even in Cyclone Gabrielle the water did not reach the level of flooding that it did on 22 January 2026.
- They believe that the bank was higher prior to the rock wall along Two Mile Creek being built, and that either their land was lowered adjacent to the top of the wall or that the creek bed was raised to facilitate the flow down stream.
- They observed that the creek was more prone to flooding since the wall had been built.
- In the latest flood on 22 January 2026, the water reached a sewage man hole cover at a neighbouring property.
- Building and development upstream had caused more water to come down stream.
- Some properties across the creek had been raised to prevent flooding, they were aware that their property could not be raised to that height, however, requested that their property was raised to some extent.
- They were concerned that if there was no dam then the water could rush down Two Mile Creek and worsen the flooding in that area.
- They had attempted to enhance the flood prone area by planting native trees, however, this was ruined by the flooding.

The General Manager Infrastructure advised that staff would undertake an investigation into the matter and report back to Council and the Public Forum speakers by the end of May.

Tabled Item 2 – Jill and Geoff Dell Speaking Notes

8.5 FRIENDS OF PRECIOUS FAMILY RESERVE – PRECIOUS FAMILY RESERVE TOILET

Bruce McCabe, Roger Goodman, John Duffy, Graham McKinstry and Judy Sampson were in attendance to discuss the toilet at Precious Family Reserve. They noted the below points:

- Mr McCabe felt that the petition brought to the Projects and Monitoring Committee meeting in May 2025 showed that the residents and reserve users did not want the toilet at the location.
- Mr McCabe felt that the petition discussion was skewed at the Projects and Monitoring Committee meeting in June 2025 and that the petition carried little weight in the Committee's decision-making, which ignored the views of those residents on the matter.
- Mr McCabe felt that the Ōmokoroa Community Board's position on the matter was misrepresented during the debate at the 10 June 2025 Committee meeting and believed that this misrepresentation was a factor in the decisions made by a number of Councillors.
- They requested that the Committee treat the petition as the primary document of community expression when making a decision on the 'Precious Family Reserve – Reconsideration of Toilet Options' report.
- Mr Duffy felt that the planning and consent processes for installing the toilet did not follow good practice.
- Mr Duffy was of the view that when the toilet was installed there was no adopted management plan for Precious Family Reserve and that the 2018 concept plan was not formally adopted into the Kaimai Reserve Management Plan until the Plan was finalised in 2025.
- Mr Duffy noted that the 2018 concept plan included a toilet at or near to the pump station, however, this was some distance away from where the toilet was installed.
- Engagement with adjacent property owners was undertaken during the 2018 concept plan, however, the affected property owners did not have any input when the toilet location changed.
- Council was granted a non-notified resource consent and building exemption for the toilet, noting that Council was the applicant and the consent authority, and Mr Duffy believed that arrangement should have carried more procedural openness.
- They felt that the screen plantings surrounding the toilet were inadequate.
- Mrs Sampson raised concerns about the safety of the toilet after she was trapped in the facility in February 2026, she noted that she did not sign the petition and was neutral in regard to the debate on its location.

- The toilet lost power which had resulted in her becoming trapped in the facility on a very hot day. Mrs Sampson was concerned that no one from Council had contacted her regarding the incident.
- Mr McKinstry was concerned that the decision report did not provide detailed costings on removing the toilet and felt there should have been an option that, if removed, the toilet could be sold to offset the removal costs.
- Mr McKinstry discussed Council's engagement policy in relation to further consultation on this issue.

Presenters responded to pātai as below:

- Mr Goodman did not want a toilet at its current location as he felt it was in the wrong location and was an 'eyesore'. He clarified that if the toilet had been installed at the original location he would not have had an issue with it.
- Mrs Sampson did not have an issue with the toilet being at the reserve site.
- Mr Duffy clarified that Council had consulted with him regarding the Kaimai Reserve Management Plan and concept plan for Precious Family Reserve.

Tabled Item 3 – Friends of Precious Family Reserve Case for Removal Brief

Tabled Item 4 – Friends of Precious Family Reserve Rebuttal

Tabled Item 5 – Graham McKinstry Speaking Notes

11:27am The hui adjourned for morning tea.

11:49am The hui reconvened.

9 PRESENTATIONS - NGĀ WHAKATAIRANGA

Nil

10 REPORTS - NGĀ PŪRONGO

10.1 PRECIOUS FAMILY RESERVE - RECONSIDERATION OF TOILET OPTIONS

The Committee considered a report from the Reserves and Facilities Manager who provided an overview of the report and responded to some matters raised in Public Forum as below:

- It was clarified that the costs provided in the report related to the scope of the relocation or removal of the toilet.
 - Removing the toilet would result in a reduced level of service for Precious Family Reserve as it would not be following what was adopted in the concept plan.
 - The concept plan was not an engineering assessment plan, which meant that the toilet location changed once the detailed site plans had been done and onsite
-

constraints were better understood. It was noted in the original concept plan that the site may be subject to underground services, which subsequently affected the decision to change the toilet location.

- The toilet was a permitted activity under the zoning and all necessary consents were obtained for the facility. The allegations that the toilet did not meet the Code of Compliance had been investigated.
- Council installed screen plantings between the adjoining residents' property and the toilet facility. In keeping with Crime Prevention Through Environmental Design (CPTED) principles, screen planting was not planned immediately around the toilet itself.
- It was noted that Mr McKinstry's interpretation of Council's engagement policy indicated the threshold for consultation was not triggered. If this was the case, this would apply to any consultation relating to the moving of the toilet facility within the concept plan parameters.

Staff responded to pātai as below:

- There was the potential that the costings to remove the toilet and install it elsewhere in the District would be more than relocating it to another site in the reserve.
- There were sites in the District where the toilet could be relocated that would have less consenting requirements compared to Precious Family Reserve, which would reduce the relocation cost.
- It was clarified that the toilet could not be relocated to the site that was in the original concept plan.
- Through the renewal programme, the toilet facility at Island View Reserve was upgraded to a twin unit and the existing unit was refurbished and relocated to Precious Family Reserve.
- The toilet electronics were not upgraded as part of the refurbishment, however, since the incident when Mrs Sampson was trapped, the electronics had been upgraded to the latest technology.
- The consent application was lodged on 20 March 2024 and approved on 23 May 2024.
- The toilet facility was considered a low risk building when undertaking an assessment to exempt it from the Building Code and Building Act.
- There had been one other incident that staff were aware of where the electronic technology had failed in a toilet. This incident occurred at Midway Park in Pukehina and the people trapped were a staff member and the contractor.
- The lifespan for the toilet building was approximately 50 years, however, if the toilet remained it would become part of council's renewal schedule where it would eventually be replaced with a brand new toilet.
- If funding was available, it would take approximately 6-8 weeks to decommission and remove the toilet from its location.

- A family representative of the original owner of Precious Family Reserve had presented their views on the reserve to Council through the Reserve Management Plan process and other consultation mechanisms.
- No work had been undertaken to obtain detailed costing for relocating the toilet to an alternative location elsewhere in the District. The costing of \$145,000 for relocation was specific to the reserve as there were limitations with the site, including the need to go through the consent process again.
- \$40,000-\$45,000 was a realistic estimate to undertake an independent review of the process.

1:43pm The hui adjourned for lunch.

2:00pm The hui reconvened.

- It was clarified that recommendation 3b and 4 allowed for consultation on the option only to remove or relocate the toilet and not to retain it in its current location. Recommendation 4 would need to be amended to allow for consultation on retaining the toilet in its current location.
- It was noted that an internal “lessons learnt” process would be undertaken and reported back to the Audit, Risk and Finance Committee.

RESOLUTION PRC26-1.2

Moved: Cr L Rae

Seconded: Deputy Mayor M Murray-Benge

1. That the Reserves and Facilities Manager’s report dated 21 April 2026 titled ‘Precious Family Reserve – Reconsideration of Toilet 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.

CARRIED

MOTION

Moved: Mayor J Denyer

Seconded: Cr G Dally

3. That the Projects and Monitoring Committee:
 - a. Approves that the status quo remains - the toilet facility remains in place as per the original Committee decision and that staff undertake a “lessons learnt” process to enhance future infrastructure delivery projects.

AMENDMENT

Moved: Cr G Elvin

Seconded: Cr D Dinsdale

3. That the Projects and Monitoring Committee:
 - a. Approves that the status quo remains - the toilet facility remains in place as per the original Committee decision - and directs staff to commission an external independent review of the full process relating to the proposed toilet facility at the Precious Family Reserve, including recommendations as to any improvements in process, community engagement protocols and communications so as to enhance quality of service delivery to the community; such report to be at an estimated cost of between \$40,000-\$45,000.

With the agreement from the mover and seconder the amendment was **withdrawn** and the original motion was voted on.

MOTION

Moved: Mayor J Denyer

Seconded: Cr G Dally

3. That the Projects and Monitoring Committee:
 - a. Approves that the status quo remains - the toilet facility remains in place as per the original Committee decision and that staff undertake a "lessons learnt" process to enhance future infrastructure delivery projects.

The motion was voted on and a division was called and recorded as follows:

For: Mayor J Denyer and Cr G Dally

Against: Cr S Beech, Cr T Coxhead, Cr D Dinsdale, Cr L Rae, Cr A Sole, Deputy Mayor M Murray-Benge, Cr Elvin and Cr R Joyce

LOST 2/8

MOTION

Moved: Cr L Rae

Seconded: Deputy Mayor M Murray-Benge

3. That the Projects and Monitoring Committee:
 - b. Approves that the toilet facility be relocated to a new position on Precious Family Reserve (to be determined and subject to consent requirements), and recommends that a budget of \$145,000 to relocate the toilet facility be funded from rates in the 2026/27 Financial Year.

The motion was voted on and a division was called and recorded as follows:

For: Cr L Rae, Deputy Mayor M Murray-Benge, Cr S Beech, Cr D Dinsdale and Cr G Elvin

Against: Mayor J Denyer, Cr T Coxhead, Cr G Dally, Cr R Joyce and Cr A Sole

LOST 5/5

RESOLUTION PRC26-1.3

Moved: Cr R Joyce

Seconded: Cr G Dally

1. That Council carries out a new round of consultation in Ōmokoroa to determine the community's view on the presence and placement of a toilet in the Precious Family Reserve, including the current location, other options and the associate costs.

A division was called and recorded as follows:

For: Cr A Sole, Cr L Rae, Cr S Beech, Cr T Coxhead, Cr G Dally, Mayor J Denyer and Cr R Joyce

Against: Cr D Dinsdale, Cr G Elvin and Deputy Mayor M Murray-Benge

CARRIED 7/3

10.2 BICYCLE LOCK UP FACILITY - PROLE ROAD

The Committee considered a report from the Infrastructure Growth and Delivery Manager dated 21 April 2026. An overview of the report was provided.

Staff responded to pātai as below:

- It was noted that the proposed facility was a high level concept plan and there was opportunity for other options at the location.
 - It was clarified that a location for the facility was not yet confirmed but it was likely to be on Prole Road near the bus stop.
 - The original scope of the project did not include a bicycle lock-up facility, if the project went ahead it would be funded by an underspend of the Ōmokoroa Stage 1 Urbanisation project.
-

RESOLUTION PRC26-1.4

Moved: Mayor J Denyer

Seconded: Cr G Dally

1. That the Infrastructure Growth and Delivery Manager's report dated 21 April 2026 titled "Bicycle Lock-Up Facility – Prole Road" 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.

CARRIED

RESOLUTION PRC26-1.5

Moved: Cr T Coxhead

Seconded: Cr D Dinsdale

4. That the Projects and Monitoring Committee approves **Option B (Recommended)**:
 - a. To not progress the proposed bike lock-up facility as a scope increase to the current project; and
 - b. To retain the savings of \$85,000 from the Ōmokoroa Stage 1 Urbanisation project and prevent incurring an additional \$3,000 per year of ongoing operational maintenance costs.

CARRIED

10.3 MAKETŪ GRINDER PUMP PROJECT

The Committee considered a report from the Infrastructure Engineer dated 21 April 2026. An overview of the report was provided.

Staff responded to pātai as below:

- The existing pumps relied on a pressure sensor, if the sensor was blocked then the pump did not get a signal to say that the wastewater tank was empty. This resulted in many of the pumps continuing to run and eventually burning out.
- A number of options were considered, however, only two were suitable for Maketū – the first involved retrofitting the existing system similar to the float system in Te Puna West, and the second was to build a contemporary gravity-fed system. Both would have required extensive work to the existing wastewater system which was deemed to be too expensive.
- The business case found that it would cost approximately \$7 million to retrofit the wastewater system to the float system that Te Puna West had.
- The proposed telemetry system was less invasive compared to the other systems considered and would involve minimal physical work at individual properties.
- The failure rate of the grinder pumps was lower at Te Puna West compared to Maketū, noting that only two pumps had been replaced this year in Te Puna West compared to 60 in Maketū.

- The overall system including the pipe network and tanks had a expected asset lifespan of 100 years, the grinder pumps had asset lifespans of 10 years.
 - Council currently did not have sufficient data to know which grinder pumps were nearing the end of the lifespan or had recently been rebuilt or replaced. Part of the project would be to undertake a stock take of the existing pumps and start a tracking system which could inform their approach to rebuilding or replacing the pumps.
 - The main reasons why the pumps failed were because the pumps were being run while the tank was empty, improper use such as flushing disposable items into the system, and solidified wastewater from lack of use.
 - A communications strategy would be rolled out to help educate residents about what could be flushed into the wastewater system.
 - It was clarified that the same grinder pumps were used in Te Puna West and in Maketū.
 - It was expected that the \$80,000 annual operating budget would be covered in the current maintenance budget. This would cover the cost of the sim card and notification system required for the system and was in line with what the technology cost elsewhere in the district.
-

RESOLUTION PRC26-1.6

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr R Joyce

1. That the Infrastructure Engineer (Stormwater/Wastewater) report dated 21 April 2026 titled "Maketū Grinder Pump 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 the Projects and Monitoring Committee approves the procurement of contractor/s for the supply and install of telemetry across all grinder pumps in Maketū via closed invited tender.
4. That the Projects and Monitoring Committee delegates the award of contract works up to the value of \$2.2 million to the Chief Executive.
5. That the Projects and Monitoring Committee approves the allocation of \$80,000 annually for the ongoing telemetry operational requirements.

CARRIED

MEETING DURATION

RESOLUTION PRC26-1.7

Moved: Mayor J Denyer

Seconded: Cr L Rae

That in accordance with Standing Order 4.2, the Projects and Monitoring Committee resolves to continue with the remaining business of the meeting, noting that the meeting duration is longer than six hours.

CARRIED

4:05pm The hui adjourned for afternoon tea.

4:21pm The hui reconvened.

10.4 DEVELOPMENT TRENDS REPORT 2025 OVERVIEW

The Committee considered a report from the Research and Monitoring Analyst dated 21 April 2026. The report was taken as read.

RESOLUTION PRC26-1.8

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr G Elvin

1. That the Research and Monitoring Analyst's report dated 21 April 2026 titled 'Development Trends Report 2025 Overview' 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 Projects and Monitoring Committee receives the Summary Report as set out in **Attachment 1** and receives the Development Trends Report 2025 as set out in **Attachment 2** of the agenda report.

CARRIED

11 INFORMATION FOR RECEIPT - KŌRERO TE WHIWHIA**11.1 INFRASTRUCTURE SERVICES PROJECT UPDATES**

The Committee considered a report from the Executive Assistant Infrastructure Group dated 21 April 2026. The report was taken as read.

Staff responded to pātai as below:

- The engagement undertaken through the Spatial Plan process showed where the community would like to see the swimming pool built in Te Puke. Investigation work on the swimming pool would look at the suitability of the different sites.

RESOLUTION PRC26-1.9

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr T Coxhead

1. That the Executive Assistant Infrastructure Group's report dated 21 April 2026 titled "Infrastructure Services Project Updates" be received.

CARRIED

11.2 2025-2026 FREEDOM CAMPING REPORT - DISTRICT WIDE

The Committee considered a report from the Compliance and Monitoring Manager dated 21 April 2026. The report was taken as read.

RESOLUTION PRC26-1.10

Moved: Mayor J Denyer

Seconded: Cr S Beech

1. That the Compliance and Monitoring Manager's report dated 21 April 2026 titled 2025-2026 Freedom Camping Report – District Wide be received.

CARRIED

11.3 REGULATORY OPERATIONS REPORT- MARCH 2026

The Committee considered a report from the Compliance and Monitoring Manager dated 21 April 2026. The report was taken as read.

RESOLUTION PRC26-1.11

Moved: Deputy Mayor M Murray-Benge

Seconded: Cr D Dinsdale

That the Compliance and Monitoring Manager's report dated 21 April 2026, titled 'Regulatory Operations Report – March 2026' be received.

CARRIED

11.4 HOUSING ACTION PLAN 2024 PROGRESS UPDATE

The Committee considered a report from the Community and Strategic Relationships Manager's report. The report was taken as read.

RESOLUTION PRC26-1.12

Moved: Cr D Dinsdale

Seconded: Deputy Mayor M Murray-Benge

That the Community and Strategic Relationships Manager's report dated 21 April 2026, titled 'Housing Action Plan 2024 Progress Update', be received.

CARRIED

12 RESOLUTION TO EXCLUDE THE PUBLIC – WHAKATAU KI TE PORO I TE MAREA**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION PRC26-1.13**

Moved: Cr T Coxhead

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:

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 - Waihi Beach Wastewater Treatment Plant Upgrade	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

	<p>who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>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)</p>	
CARRIED		

The Meeting closed at 5.30pm.

Confirmed as a true and correct record by the Project and Monitoring Committee on 9 June 2026.

.....
 Cr A Sole
CHAIRPERSON

11 REPORTS - NGĀ PŪRONGO

11.1 KATIKATI WASTEWATER OUTFALL REPLACEMENT - BUSINESS CASE AND PROCUREMENT APPROACH

File Number: A7248451

Author: Kristina Hermens, Project Manager

Authoriser: Brad Singh, General Manager Infrastructure Group

EXECUTIVE SUMMARY

The Projects and Monitoring Committee is required to consider recommendations to commence consenting process, procurement and preliminary design for the replacement of the harbour section of the Katikati treated wastewater outfall in the 2026/27 financial year. This action is recommended prior to formal Long Term Plan consultation on the wider project, in order to mitigate the risk of further pipeline failures.

RECOMMENDATION

1. That the Project Manager's report dated 9 June 2026 titled 'Katikati Wastewater Outfall Replacement – Business Case and Procurement Approach' 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 Projects and Monitoring Committee approves the commencement of resource consenting and preliminary design for replacement of the Katikati wastewater cross-harbour outfall section in the 2026/27 financial year.
4. That the Projects and Monitoring Committee approves the procurement of an Early Contractor Engagement (ECI) contract for the design and build of the Katikati Ocean Outfall noting that the procurement will be undertaken in two stages.
5. That the Projects and Monitoring Committee notes that: this decision relates only to enabling activities and does not commit Council to construction, option selection, or future funding. No additional funding is required as a result of this decision, with costs to be met within existing approved budgets, and decisions on the full wastewater disposal solution, including funding and implementation, will remain subject to Long Term Plan or Water Services Strategy consultation and approval.
6. That the Projects and Monitoring Committee directs officers to continue engagement with tāngata whenua and key stakeholders in accordance with Council's engagement guidelines and existing advisory processes, with wider community consultation on the full scheme to be undertaken through the Long-Term Plan or Water Services Strategy consultation process.

BACKGROUND

1. The Katikati wastewater cross-harbour outfall is nearing the end of its serviceable life and presents increasing operational, environmental, cultural and reputational risk. Since 2022, multiple leaks have occurred in the harbour section, each requiring urgent repair, regulatory notification, and engagement with tāngata whenua and the wider community. Asset condition assessments indicate a remaining useful life of approximately 5–10 years, and continued reliance on reactive maintenance is not sustainable.
2. The Katikati Wastewater Disposal Future Directions process, undertaken with tāngata whenua and community representatives through Te Ohu Waiora, confirmed a preferred long-term disposal direction and a staged implementation pathway. That work identified early replacement of the harbour crossing as a priority enabling project, to mitigate near term environmental, operational and reputational risk.
3. Resource consenting, procurement and preliminary design for the harbour section are long-lead activities. Deferring this work until completion of Long Term Plan (LTP) consultation would materially increase programme risk and reduce Council's ability to respond should asset condition deteriorate further.
4. This report seeks approval to commence consenting and preliminary design for the harbour section now. This work does not pre-empt future LTP decisions on option selection or funding but positions Council to deliver the long-term solution within required timeframes once those decisions are made.
5. This report and business case focus on short-term replacement of the harbour section of the pipeline, with replacement of the Matakana Island section considered a longer-term option. Early feasibility assessments indicate that replacing only the harbour section may increase stress on the pipeline across Matakana Island, potentially leading to failure of that section, which has not previously failed. This risk will be considered and managed through the design of the harbour section works; however, it is noted that a further business case may be required in the future to assess either replacement of the Matakana Island section or ongoing operational management of that section.

PROCUREMENT APPROACH

6. The proposed procurement plan begins with a Registration of Interest (ROI) to find and shortlist contractors qualified for specialised cross-harbour pipeline work, acknowledging the limited number of capable suppliers in New Zealand. Here, competition is driven by technical skill and delivery certainty rather than price, due to both project complexity and national demand for marine contractors.
7. The ROI will assess supplier capability and interest before any Early Contractor Involvement (ECI) arrangements are considered, with no commitments made at

this stage. Council's project profile is likely to attract strategic market interest, given its complexity and potential for early collaboration.

8. Following the Registration of Interest (ROI) process a Request for Tender (RFT) will be issued to the suitable qualified contractors shortlisted through the ROI process. At that point Contractors will be required to provide a price to progress to the ECI stage. At that point on or more contractors may be selected for the ECI contract.
9. If approved, selected suppliers may then join an ECI phase to support design, risk management, cost planning, and stakeholder engagement, helping inform decisions prior to any construction commitment. The procurement scope does not appoint contractors for construction or commit Council to timing, funding, or delivery beyond ECI.
10. Final award of the ECI contract will come back for approval.

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 accordance with Council's Significance and Engagement Policy, the decision to commence resource consenting and preliminary design for the Katikati wastewater harbour section ahead of LTP consultation has been assessed as being of **medium** significance.
14. This decision does not alter the level of service of the wastewater activity, does not change ownership or control of a strategic asset, and does not commit Council to future construction or funding decisions, which will remain subject to LTP consideration. No additional funding is required as a result of this decision, and financial impacts are within existing approved budgets, therefore it does not meet the financial thresholds typically associated with high significance decisions.
15. The decision relates to the timing of enabling activities (consenting and preliminary design) for a component of the wastewater network, which is a strategic asset, but is procedural and reversible in nature and does not constrain future option selection through the LTP process.
16. Community views on the long-term wastewater disposal direction have already been informed through the Katikati Wastewater Disposal Future Directions process

and engagement with tāngata whenua and community representatives, and wider community consultation on the full scheme is planned through the LTP.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

17. Engagement will continue to follow the established and staged approach set out in the Future Directions work and the Harbour Section Consenting and Design Engagement Plan, including:
 - Ongoing engagement with Te Ohu Waiora and affected tāngata whenua;
 - Early engagement with regulators, including Bay of Plenty Regional Council;
 - Targeted stakeholder engagement to support resource consenting; and
 - Future community consultation through the LTP process for the full disposal solution.
18. No special consultative procedure is required for this decision, as it relates only to enabling works and does not alter levels of service or commit Council to construction.

ISSUES AND OPTIONS ASSESSMENT

19. The options considered in the table below are assessed in alignment with Attachment 1 - *"Katikati Wastewater Outfall Replacement – Business Case* dated 28 May 2026, which evaluates the same three options and identifies a preferred staged approach focused on early replacement of the harbour section
20. Option 3 – Stage the Project: Replace Harbour Section First is preferred, as it addresses the highest regulatory, environmental and cultural risks, and enables informed decision-making through the 2027–2037 Long Term Plan or Water Services Strategy without committing Council to construction or future funding at this stage.

<p align="center">Option 1 – Do Nothing / Continue Reactive Repairs</p>	
<p>Continue operating the existing Katikati cross harbour treated wastewater outfall pipeline, relying on ongoing inspection and reactive repair of failures. No resource consenting, preliminary design, or procurement activities are progressed at this time.</p>	
<p>Assessment of advantages and disadvantages including impact on each of the four well-beings</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	<p>Economic Disadvantages: Increasing exposure to unplanned repair costs, inefficient reactive expenditure, and potential emergency response costs. Does not improve cost certainty or investment readiness and results in higher whole-of-life costs over time.</p> <p>Economic Advantages: Avoids short-term expenditure.</p> <p>Social Disadvantages: Ongoing risk of unplanned wastewater discharges to Katikati Harbour, affecting public confidence, recreational use, and perceptions of Council stewardship.</p> <p>Social Advantages: No immediate disruption from investigations or planning activities.</p> <p>Cultural Disadvantages: Continued reliance on an ageing asset in a culturally sensitive harbour environment increases the risk of adverse effects on harbour mauri and undermines commitments made through Te Ohu Waiora.</p> <p>Cultural Advantages: None identified.</p> <p>Environmental Disadvantages: Highest ongoing risk of environmental harm due to potential loss of containment within the harbour, with likelihood increasing as the asset continues to deteriorate.</p> <p>Environmental Advantages: No short-term investigation or construction effects.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>Low initial cost but escalating long-term costs associated with reactive maintenance, emergency works, regulatory intervention, and reputational impacts.</p>
<p>Other implications and any assumptions that relate to this option</p>	<p>Assumes the existing harbour section remains serviceable despite known asset deterioration and historic failures. Does not address long-lead consenting requirements or programme risk.</p>

<p align="center">Option 2 – Defer Harbour Replacement Until After LTP Consultation</p>	
<p>Defer resource consenting, procurement planning and preliminary design for replacement of the harbour section until decisions on the full wastewater disposal solution are made through the 2027–2037 Long Term Plan and Water Services Strategy processes.</p>	
<p>Assessment of advantages and disadvantages including impact on each of the four well-beings</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	<p>Economic Disadvantages: Increased risk of future cost escalation and compressed delivery timeframes due to delayed start on long-lead consenting and design activities. Reduces ability to optimise sequencing and value for money.</p> <p>Economic Advantages: Defers near-term expenditure ahead of LTP decisions.</p> <p>Social Disadvantages: Prolonged exposure to the risk of harbour discharge incidents may undermine community confidence, particularly during LTP consultation.</p> <p>Social Advantages: Allows broader wastewater decisions to be consulted as a package.</p> <p>Cultural Disadvantages: Delays proactive mitigation of cultural risk associated with a failing asset in a sensitive harbour environment. May weaken confidence with tāngata whenua.</p> <p>Cultural Advantages: Maintains alignment with future consultation processes.</p> <p>Environmental Disadvantages: Continued operation of the highest-risk section of the wastewater system without mitigation increases the likelihood and potential severity of environmental incidents.</p> <p>Environmental Advantages: No immediate disturbance from investigations.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>Low short-term cost. Potentially higher future costs due to accelerated delivery, inefficient sequencing, or emergency response if failures occur prior to LTP decisions.</p>
<p>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</p>	<p>Assumes no material deterioration or failure of the harbour section occurs during the deferral period. Does not reduce near term regulatory, environmental or delivery risk.</p>

Option 3 – Stage the Project: Replace Harbour Section First (Recommended Option)

Proceed now with resource consenting, procurement planning (ROI/ECI) and preliminary design for replacement of the harbour section of the Katikati treated wastewater outfall, while deferring construction, option selection, and funding commitment for the wider system to future Long-Term Plan and Water Services Strategy decisions.

Assessment of advantages and disadvantages including impact on each of the four well-beings

- **Economic**
- **Social**
- **Cultural**
- **Environmental**

Economic Advantages: Low-to-moderate upfront investment delivers significant risk reduction. Improves cost certainty, programme readiness and delivery sequencing for future LTP or Water Services Strategy decisions and reduces likelihood of emergency or accelerated works.

Economic Disadvantages: Requires near-term expenditure within existing budgets.

Social Advantages: Demonstrates proactive management of essential infrastructure and environmental risk, supporting public confidence and continuity of wastewater services.

Social Disadvantages: Short-term impacts associated with investigations and engagement activities.

Cultural Advantages: Directly addresses tāngata whenua priorities by mitigating the highest-risk wastewater asset in the harbour. Supports kaitiakitanga and continued governance through Te Ohu Waiora.

Cultural Disadvantages: Requires ongoing careful engagement to manage expectations while wider system decisions remain subject to LTP or Water Services Strategy.

Environmental Advantages: Most effective option for reducing environmental risk to Katikati Harbour and enabling a replacement designed to contemporary environmental standards.

Environmental Disadvantages: Temporary investigation effects, managed through consenting and mitigation.

Costs (including present and future costs, direct, indirect and contingent costs).	Enabling costs only (consenting, procurement planning and preliminary design), funded within existing approved budgets. No commitment to construction expenditure. Improves long term cost outcomes by reducing programme and delivery risk.
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	Does not pre-empt LTP or Water Services Strategy decisions on funding, construction timing, or full wastewater disposal options. Preserves future flexibility while materially de-risking the programme.

STATUTORY COMPLIANCE

21. The recommendation is consistent with:
 - Council's obligations under the Local Government Act 2002 to manage assets prudently;
 - Existing wastewater resource consent obligations and engagement commitments;
 - The outcomes of the Katikati Wastewater Disposal Future Directions process; and
 - Council's Long-Term Plan and infrastructure planning frameworks.
22. The recommendation relates to enabling activities only and does not alter levels of service, ownership, or control of strategic assets, nor does it pre-empt future LTP funding or option selection decisions. Funding/Budget Implications
23. The recommendation relates only to resource consenting, procurement planning and preliminary design for the harbour section.
 - Costs for these enabling activities are within existing approved budgets and draft Annual Plan provisions.
 - No additional funding is required because of this decision.
 - No commitment to construction expenditure is sought at this stage.
24. Full capital and operational costs for the wider outfall replacement will be developed further and considered through the 2027–2037 Long Term Plan and Water Services Strategy processes.
 - to construction expenditure is sought at this stage.

ATTACHMENTS

1. **Business Case - Katikati WW Outfall Replacement and Harbour Section Consenting and Design** [↓](#)

Sensitivity: General

Western Bay of Plenty District Council

Business Case

Prepared by:	Kristina Hermens, Project Manager		
Prepared for:	Council meeting 28 May 2026		
Date:	27 May 2026		
Version:	1		
Status:	FINAL	Recommended	Approved

A7309472

Reviewed 18 May 2026

Updated 18 May 2026

Sensitivity: General

Indicative Business Case

Katikati Outfall Pipeline

Document Review

Role	Name	Review Status
Project Manager	Kristina Hermens	

Document Sign-off

Role	Name	Sign-off Date
Project Manager	Kristina Hermens	
Project Sponsor	Coral-Lee Ertel, Director Water Services	
Group Manager	Bradley Singh, General Manager Infrastructure	

A7308459

Reviewed 28 May 2026

Updated 28 May 2026

Sensitivity: General

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Sensitivity: General

Executive Summary

This business case seeks approval for Western Bay of Plenty District Council to progress resource consenting and preliminary design for the harbour section replacement of the Katikati wastewater outfall pipeline as an enabling step ahead of future Long Term Plan (LTP) and Water Services Strategy decisions.

The existing outfall pipeline is a critical asset that conveys treated wastewater from the Katikati Wastewater Treatment Plant across Tauranga Harbour to the ocean. Constructed in the late 1970s, the pipeline is now approaching the end of its service life and is in poor to very poor condition, particularly within the harbour section.

Since 2018, the pipeline has experienced multiple failures resulting in unplanned discharges to the harbour, alongside regulatory notifications, community and tangata whenua engagement, and increasing operational costs. These events highlight that reactive maintenance is no longer sustainable and that the harbour section represents the highest-risk component of the system.

The pipeline operates within a culturally and environmentally sensitive harbour environment, which is of significant importance to tangata whenua and the wider community. Continued reliance on this ageing infrastructure presents escalating environmental, cultural, regulatory, and reputational risks, including potential impacts on water quality, mahinga kai, and public confidence.

Consenting and design for a replacement harbour crossing are complex and long-lead activities. Deferring this work until after LTP consultation would increase programme risk and may leave Council exposed to further failures before a replacement solution is ready to deliver.

To address these risks, this business case proposes a staged approach. The recommended option is to progress consenting and preliminary design for the harbour section now, while deferring final decisions on full outfall replacement, funding, and construction to future LTP and Water Services Strategy processes.

This approach:

- Targets the highest-risk section of the asset to reduce the likelihood of further harbour discharges;
- Improves investment readiness, enabling timely delivery once decisions are confirmed;
- Supports informed consultation by providing better cost, risk, and design information; and
- Maintains flexibility, avoiding premature commitment to construction while allowing future options to remain open.

Importantly, the investment sought at this stage is limited to enabling works only. These are within existing budget provisions and do not commit Council to construction expenditure. In parallel, further analysis will be undertaken to assess whether advancing the Matakana Island land section alongside the harbour works would deliver improved system performance, resilience, and value for money, compared with interim operational solutions.

Sensitivity: General

1. Strategic Case

Strategic Context

Background and Context

Western Bay of Plenty District Council (WBOPDC) is responsible for delivering essential water infrastructure that supports community wellbeing and environmental sustainability. A key asset within this network is the Katikati Wastewater Treatment Plant (WWTP), which treats wastewater before conveying it via a strategic cross-harbour pipeline beneath Tauranga Harbour and across Matakana Island to an ocean outfall. This pipeline is critical to the safe and reliable operation of the Katikati wastewater system and supports Council's objectives for environmentally responsible wastewater management.

The existing Katikati wastewater outfall is a legacy marine pipeline constructed in 1978 by a local dairy company. Its primary purpose was to discharge treated effluent across Tauranga Harbour to a point 650 metres offshore beyond Matakana Island. In 1986, the pipeline was vested to Council, and in 1999, a new connection was added during the construction of the Prospect Drive Wastewater Treatment Plant to accommodate growing community needs.

The asset is now nearing the end of its operational life and is experiencing increasing deterioration and failures, particularly within the near-shore sections.

Wastewater Disposal Future Directions

A resource consent is in place for treated wastewater disposal, via ocean outfall until 2038. The outfall operates within a culturally and environmentally sensitive harbour environment, and future wastewater disposal has been the subject of extensive partnership work with tangata whenua through Te Ohu Waiora, alongside broader community engagement. These factors have driven the need to investigate long term disposal options and plan for renewal or replacement of the pipeline while maintaining compliance, service reliability, and protection of harbour health.

The strategic direction for wastewater management in Katikati has been informed by the Wastewater Disposal Future Directions Report (2025), developed in collaboration with tangata whenua and community representatives. This report sets out the preferred long term approach of improved wastewater treatment combined with a new, extended ocean outfall, and establishes a staged pathway for implementation. This approach recognises both the deteriorating condition of the existing pipeline and the need to address near-term environmental, cultural, and operational risks. The Future Direction report was endorsed by Council at the 15 August P&M meeting and staff were directed to develop the preferred option further in readiness for public consultation.

WBOPDC's Long Term Plan 2024–2034 acknowledges that the current outfall pipeline is approaching the end of its serviceable life, with replacement required within the planning period. Key decisions regarding the full replacement scheme, funding and option selection, are expected to be considered through the 2027–2037 Long Term Plan and the Water Services Strategy.

Sensitivity: General

Consideration in the Context of this Business Case

To enable timely delivery once strategic decisions are confirmed, consideration is required to progress the design and consenting of the harbour section of the outfall pipeline in advance of full scheme approval. This approach allows critical investigations, environmental assessments, and regulatory processes to be undertaken early, recognising the complexity and lead times associated with constructing infrastructure within the harbour environment.

Importantly, this work does not commit Council to construction. It ensures the project is sufficiently advanced to respond to the deteriorating condition of the asset and manage compliance, operational, and environmental risks, subject to future Long Term Plan or Water Services Strategy decisions.

This business case draws on information presented in the Katikati Wastewater Future Directions Report and considers the replacement of the pipeline in three stages.

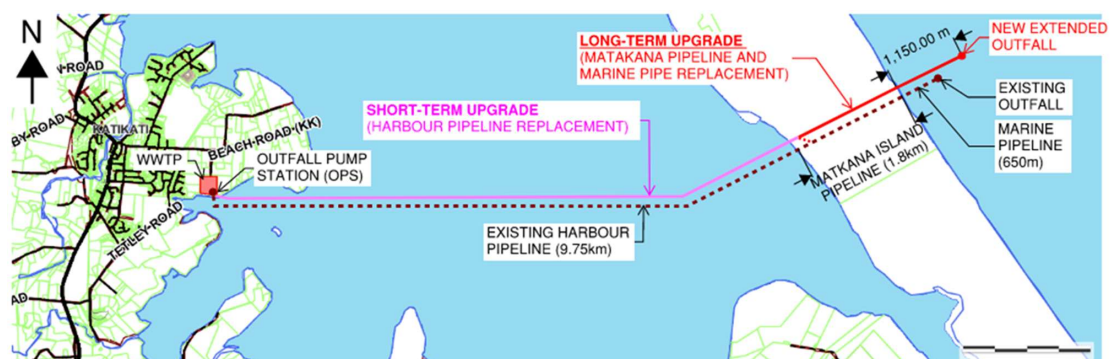


Figure 1: Project Staging - Short- and Long-Term Works

The Need for Investment

Rationale

The outfall pipeline was originally considered to have a 60-year life, with its end of life expected in 2038, based on age. Condition assessments conducted in 2019 and 2022 by WSP indicate the pipeline is in poor to very poor condition and nearing the end of its material lifespan, despite earlier reports suggesting a much longer service life. Contributing factors include aging infrastructure, dynamic pressure fluctuations, joint weaknesses, and seabed movement.

The cross-harbour section of the existing pipeline is nearing the end of its serviceable life and been given a condition grading of 4 to 5 or poor to very poor condition. The 2022 WSP report indicted an estimated remaining life of 5-10 years with the occasional repair being required. This condition assessment would indicate an end of life from 2027 to 2032. Since 2018, multiple pipeline failures have occurred within the harbour section, each resulting in:

- Unplanned discharges of treated wastewater to Tauranga Harbour;
- Regulatory notification and compliance management;
- Engagement with tāngata whenua and the community; and
- Reputational and environmental risk to Council
- Large costs to identify and repair the leak with each repair costing approximately \$200K.

Sensitivity: General

A detailed breakdown of the breaks/leaks identified are summarised in the table below.

Table 1: History of breaks along the outfall pipeline

Date	Failure Details	Cause of Failure
July 2014	Failure details unknown Leak repaired on 29/07/2014	Failure believed to be caused by pressure/stress at the pipe joint
10 October 2018	Failure details unknown	Crack found to have been initiated through external damage, not material defect.
24 August 2022	Leak was discovered during quarterly pressure testing . Repair completed 2 September 2022 (9 days after leak detected)	Fatigue failure and inclusions found in the PVC pipe wall. Longitudinal split through pipe wall
24 June 2023	Leak was discovered via low pressure alarm on SCADA Repair completed 15 August 2023 (52 days after leak detected)	1.2m longitudinal crack and hole at pipe joint. Significant curvature found in pipe around break location through elevation and direction change.
11 May 2024	Leak discovered via low pressure alarm on SCADA Repair completed 15 June 2024 (35 days after leak detected)	Radial crack at pipe socket joint. Pipeline had curvature at failure location causing stress and misalignment likely to have contributed to failure.
6 August 2025	Leak was discovered during quarterly pressure testing . Repair completed 29 August 2025 (23 days after leak detected)	Radial crack at pipe socket joint
10 September 2025	Leak discovered via low pressure alarm on SCADA Repair completed 18 September 2025 (8 days after leak detected)	Radial crack at pipe socket joint
9 October 2025	Leak was discovered during quarterly pressure testing . Repair completed 18 November 2025 (40 days after leak detected)	Cause of the leak could not be determined
March/April 2026	INGU Pipers® inspection identified two high-confidence leaks (~784 m and ~3,202 m), one medium-confidence leak (~1,122 m). Further investigations by divers confirmed and repaired two leaks.	Cause of the leak undetermined at the time of writing this business case.

A7308459

Reviewed 28 May 2026

Updated 28 May 2026

Sensitivity: General

While reactive repairs have allowed the pipeline to remain operational, this approach is no longer sustainable. The harbour section represents the highest risk part of the system due to its age, condition, exposure, and consequences of failure.

Consenting and preliminary design for a replacement harbour crossing are long-lead activities. Deferring this work until completion of LTP and WSS consultation would materially increase programme risk and could leave Council exposed if further failures occurring before a replacement is ready to construct.

Regulatory, environmental, and cultural drivers

The existing treated wastewater outfall pipeline, particularly where it crosses the Katikati Harbour, is an ageing and vulnerable asset located within a highly valued and sensitive receiving environment. The harbour is not only an important ecological system but also a taonga of significant cultural, social, and recreational value. Continued reliance on this infrastructure exposes WBOPDC to increasing risk of environmental harm, regulatory non-compliance, and potential adverse effects on cultural values, particularly in the event of an unplanned failure.

The harbour environment is subject to heightened regulatory scrutiny, and any loss of containment may carry serious consequences for water quality, mahinga kai values, customary relationships with the harbour, and public confidence in WBOPDC stewardship. As expectations rise for councils to proactively manage environmental and cultural effects, ongoing operation of an ageing asset represents a material governance risk.

Investment enables WBOPDC to define a replacement solution that responds to contemporary environmental standards, provides for meaningful engagement with tāngata whenua, and reflects the principles of kaitiakitanga and responsible environmental stewardship.

Addressing the harbour section first enables WBOPDC to demonstrate clear intent to protect the mauri of the harbour, reduce the likelihood of unplanned discharges, and make sure that future infrastructure decisions are informed, transparent and environmentally responsible.

Evidence of root causes and effects

The root cause of the risk lies in the location and condition of the existing harbour section, which was constructed under historical standards and is exposed to dynamic coastal processes. These conditions amplify the likelihood and consequences of failure when compared to land-based infrastructure.

The effects of failure extend beyond technical service disruption. Impacts include environmental contamination of the harbour, disruption of cultural and recreational activities, regulatory intervention, and reputational damage, alongside reduced trust with tāngata whenua and the wider community. Failures within the harbour are complex and costly to repair, posing large health and safety risks to be managed under complex conditions. These risks are cumulative and increase over time if not addressed through planned intervention.

Appropriateness of early consenting and design

Progressing consenting and design ahead of construction is a prudent and proportionate response to regulatory and environmental risk. It allows unavoidable consenting timeframes and engagement processes to be addressed in advance, so that WBOPDC is not forced into rushed or reactive decisions should asset risk escalate.

This staged approach supports robust Long Term Plan decision-making and provides a sound platform for future engagement with regulators, iwi, stakeholders, and the community.

Sensitivity: General

Management and stakeholder support

There is strong support within WBOPDC for prioritising the harbour section due to its elevated environmental, regulatory, and cultural risk profile. The proposal reflects best-practice asset management and supports WBOPDC's obligations to manage wastewater infrastructure in a manner that protects the harbour environment, respects cultural values, and upholds public trust.

The Case for Change

Council is seeking to:

- Reduce the risk of further unplanned wastewater releases to Tauranga Harbour;
- Maintain compliance with existing resource consent conditions and environmental obligations;
- Uphold commitments to tāngata whenua regarding cultural values and harbour protection; and
- Preserve future decision-making flexibility while preparing for timely delivery of the long term wastewater solution.

This business case considers progressing with the consenting and design as enabling works now and does not of itself preclude later consultation before any decisions are made in relation to construction. If an alternative design needs to be consented and implemented, following consultation, this will result in sunk costs. Progressing consenting and preliminary design for the harbour section now however addresses an urgent asset risk without pre-empting wider LTP decisions on the full wastewater disposal solution.

Problem Statement

The existing Katikati wastewater outfall pipeline—particularly the cross-harbour section—is approaching end of life and is increasingly prone to failure, creating a growing and unacceptable risk to the harbour environment, cultural values, and Council's regulatory compliance.

Recent failures have resulted in unplanned discharges to Tauranga Harbour, requiring regulatory response, engagement with tāngata whenua and the community, and exposing Council to reputational risk.

The current approach of reactive maintenance is no longer sustainable, with the harbour section representing the highest-risk component due to its age, condition, and exposure to coastal processes.

At the same time, consenting and design for replacement are long-lead activities. Deferring this work risks Council being forced into reactive, time-pressured decisions if further failures occur before a replacement solution is ready.

Investment Objectives

The case for change is summarised below for the two investment objectives of this investment proposal.

Sensitivity: General

Table 2: Investment objectives

Investment Objective One	Reduce regulatory, environmental, and cultural risk associated with the existing Katikati wastewater outfall harbour section
Existing Arrangements	The existing treated wastewater outfall pipeline has been in service for an extended period and crosses the Katikati Harbour, a highly sensitive receiving environment. The asset was designed to historical standards and is increasingly vulnerable to failure due to age, condition, and exposure to dynamic coastal processes. Current arrangements rely on ongoing operation of this asset while managing risk through monitoring and operational controls.
Business Needs	There is a growing gap between the current risk profile of the harbour section and WBOPDC’s obligations to protect the harbour environment, meet regulatory expectations, and uphold cultural and community values. The existing arrangement does not provide sufficient assurance against unplanned failure, environmental harm, or regulatory intervention.
Potential Scope	Must have: Obtain statutory consents and develop a robust design for replacement of the harbour section of the outfall. Desirable: Incorporate resilience, environmental protection, and constructability considerations to inform future delivery. Out of scope: Construction of the full outfall replacement (subject to future decisions).
Potential Benefits	Reduced likelihood of environmental incidents and regulatory non-compliance; improved protection of harbour water quality and cultural values; increased confidence for regulators, tāngata whenua and the community. Benefits can be measured through reduced risk exposure, compliance assurance, and readiness to proceed when required.
Potential Risks	Delays in consenting processes; unforeseen consenting conditions; changes in regulatory requirements; escalation of asset condition prior to construction.
Constraints and Dependencies	Statutory consenting processes and timeframes; engagement with mana whenua and regulators; availability of technical information; dependency on future funding and LTP decisions for construction.
Investment Objective Two	Enable a planned, integrated, and staged approach to the full wastewater outfall replacement programme while maintaining safe and efficient system operation
Existing Arrangements	No consents or detailed design are currently in place for replacement of the harbour section, and future programme decisions would be constrained by regulatory lead times. This limits WBOPDC’s ability to respond proactively if asset risk escalates or delivery needs to be accelerated.
Business Needs	Council requires the ability to manage regulatory lead times, system hydraulics, and operational performance in an integrated way. This includes understanding whether advancing the Matakana Island land section in parallel with the harbour section would reduce whole of system risk, avoid temporary infrastructure, and provide better value

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	for money, without pre emptying long term funding or discharge decisions.
Potential Scope	<p>Must have: Complete consenting and design for the harbour section to enable informed decision-making.</p> <p>Desirable: Improve cost certainty and programme sequencing for the wider outfall replacement.</p> <p>Out of scope: Commitment to construction timing or funding beyond this stage.</p>
Potential Benefits	Improved investment readiness; reduced risk of emergency or accelerated works; better alignment with LTP cycles; enhanced governance confidence through clear options, costs, and risks. Benefits are reflected in improved programme flexibility and reduced likelihood of reactive decision-making.
Potential Risks	Changes in growth, funding availability, or regulatory settings; misalignment with future programme priorities.
Constraints and Dependencies	Alignment with LTP processes; coordination with future stakeholder engagement; dependency on subsequent approvals for construction.

Future Options for Consideration

This business case considers progressing the design and consenting of an outfall replacement only. Information gained through progressing the outfall replacement to the next stages will help inform key future decisions for Council, including:

- a) The preferred long term disposal method for the Katikati WWTP (ocean outfall or land-based), in alignment with the Katikati Wastewater Future Directions Report
- b) The timing and staging of an ocean outfall replacement should this remain the preferred long term option.
- c) The timing and staging of an alternative disposal solution should an ocean outfall not be confirmed as the preferred long term option.

While an ocean outfall is currently considered the preferred long term disposal method, consistent with the findings of the Future Directions Report, this position remains subject to further engagement with key stakeholders and the wider community through future consultation processes.

Operational system performance considerations

Operation of a new harbour section in isolation introduces additional system performance considerations. The upgraded harbour pipeline will be designed to meet contemporary hydraulic and environmental performance standards, including minimum operational velocities to minimise solids deposition and associated operational risk.

Retaining the older Matakana Island land section and ocean outfall while upgrading the harbour section may constrain achievable velocities and increase the risk of solids build-up, blockages, or the need for operational interventions. To manage these risks, temporary operational measures or interim infrastructure may be required if the harbour section is commissioned ahead of the downstream land section.

Sensitivity: General

There is therefore a need to assess whether advancing construction of the Matakana Island land section at the same time as the harbour section would provide a more efficient, resilient, and cost-effective outcome across the system, compared with relying on temporary operational solutions in the interim period.

2. Economic Case

Critical Success Factors

The identification of key Critical Success Factors is essential to ensure that each investment option is assessed thoroughly and aligns with the project's strategic objectives.

Table 2: Key Critical Success Factors

Key Critical Success	Factors Broad Description
Strategic fit and business needs	<p>How well the option:</p> <ul style="list-style-type: none"> • Supports Council's statutory obligations to protect the harbour environment and manage wastewater infrastructure responsibly. • Aligns with Council strategies, asset management plans, risk frameworks, and environmental objectives. • Directly addresses the highest-risk section of the existing outfall and enables a staged, planned approach to future investment decisions.
Potential value for money	<p>How well the option:</p> <ul style="list-style-type: none"> • Delivers the greatest reduction in regulatory, environmental, and cultural risk relative to cost. • Avoids or defers higher future costs associated with unplanned failure, emergency response, regulatory enforcement, or rushed delivery. • Improves investment readiness and cost certainty for future stages of the outfall replacement programme.
Supplier capacity and capability	<p>How well the option:</p> <ul style="list-style-type: none"> • Can be delivered using skills and experience readily available in the New Zealand market for coastal, marine, wastewater, consenting and design services. • Enables engagement of suitably qualified specialists with proven capability in harbour

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Key Critical Success	Factors Broad Description
	environments and complex consenting processes. <ul style="list-style-type: none"> • Supports a sustainable procurement approach that promotes competition and long term value for money.
Potential affordability	How well the option: <ul style="list-style-type: none"> • Can be funded within Council’s anticipated planning and budget frameworks, including alignment with Long Term Plan processes. • Allows costs to be staged and controlled, with consenting and design undertaken ahead of any commitment to construction expenditure. • Minimises financial risk by deferring major capital investment decisions until further certainty is available.
Potential achievability	How well the option: <ul style="list-style-type: none"> • Can be delivered within Council’s governance, project management, and technical capability. • Is realistic given statutory consenting processes, engagement requirements, and programme timing. • Allows Council to respond adaptively to changing regulatory, environmental or asset condition drivers without requiring reactive decision-making.

Options Considered

Option 1 – Do Nothing / Continue Reactive Repairs

Continue operating the existing cross-harbour pipeline with ongoing inspections and reactive repairs only.

Option 2 – Defer Harbour Replacement Until After LTP Consultation

Delay consenting and design until after the 2027–2037 LTP and WSS decisions are complete.

Option 3 – Stage the Project: Replace Harbour Section First, with Parallel Assessment of the Matakana Island Land Section (Preferred)

Progress consenting and preliminary design now for the harbour section replacement, while also assessing the cost/benefit of advancing construction of the Matakana Island land section at the same time, compared with relying on temporary operational measures until downstream replacement occurs.

Sensitivity: General

Preferred Option

Option 3 is the preferred option as it:

- Directly addresses the highest-risk section of the asset;
- Reduces the likelihood and consequences of further harbour discharges;
- Aligns with the endorsed Future Directions implementation pathway;
- Enables informed, credible consultation on costs, risks, and timing during LTP;
- Does not commit WBOPDC to construction, funding, or final option selection for the wider system.

Options 1 and 2 are considered inferior due to the unacceptable risk of further failures and limited ability to respond proactively.

A fit-for-purpose assessment of the shortlisted options has been undertaken using a combination of whole-of-life cost analysis (Net Present Value) and qualitative multi-criteria assessment of non-monetary benefits and risks, drawing on the Katikati Wastewater Future Directions technical assessment and cost estimates.

Key assumptions for the assessment

The options analysis is based on the following assumptions:

- A 50-year appraisal period has been adopted, consistent with the Future Directions report and asset planning horizons.
- Capital and operating costs are expressed as Net Present Value (NPC) and reflect concept-level (Class 4/5) cost estimates.
- The analysis recognises that consenting and design of the harbour section is the immediate investment decision, with construction and wider outfall or discharge decisions subject to future approvals.
- Non-monetary benefits focus on regulatory risk, environmental protection, cultural outcomes, resilience, and implementation risk, rather than detailed MCA scoring, which sits outside the scope of this business case.

This assessment will consider capital and operating cost implications, system resilience, operational risk, constructability, programme efficiency, and value for money, and will inform future LTP and WSS decisions without committing Council to construction beyond approved scope.

A multi criteria analysis has been undertaken to consider the options presented in this business case. Each criterion has been given a weighting with a score applied to each option and each option has been scored against the criterion based on a 1 to 5 ranking, with 1= very weak and 5 = very strong. In addition, a Net Present Costs assessment has been undertaken and a 1 – 5 score applied.

Sensitivity: General

Table 4 Summary of key considerations for options analysis

	Option 1 – Do Nothing / Continue Reactive Repairs	Option 2 – Defer Harbour Replacement Until After LTP Consultation	Option 3 – Stage the Project: Replace Harbour Section First (Preferred)
Option description	Continue operating the existing cross harbour outfall with inspections and reactive repairs only.	Delay consenting and design until after 2027–2037 LTP and Water Services Strategy decisions are completed.	Progress consenting and preliminary design now for harbour section replacement; construction and wider system decisions deferred to future LTP/WSS processes.
Appraisal period (years)	50	50	50
Capital costs	Low initially; ongoing unplanned reactive repair costs.	Low in short term; higher future step change capital requirement.	Low–moderate upfront (planning phase only).
Whole of life costs (NPC)	\$73.9M Based on an assumed replacement delay of 10 years and failure in 2032	\$65.9M Based on an assumed delay of 2 years	\$67.3M Based on progressing now
Present value of benefits	Low – defers cost but provides no material risk reduction.	Moderate – avoids immediate spend but delays risk mitigation.	High – significant reduction in regulatory, environmental and delivery risk per dollar invested.
Key advantages / disadvantages	Avoids immediate spend but exposes Council to increasing regulatory, environmental, and reputational risk.	Provides time for wider consultation but risks forcing rushed or reactive future decisions.	Enables informed decisions, de-risks the programme, and aligns with future LTP and Water Services Strategy processes.

Sensitivity: General

Table 5 Multi Criteria Analysis for options selection

	Weight	Option 1 – Do Nothing / Continue Reactive Repairs	Option 2 – Defer Harbour Replacement Until After LTP Consultation	Option 3 – Stage the Project: Replace Harbour Section First (Preferred)
Net present Cost	40%	1	5	4
Regulatory compliance	20%	1	3	5
Environmental & cultural protection	20%	1	2	5
Deliverability & flexibility	20%	1	3	3
Overall Rating		1.00	3.60	4.20

Preferred Option: Stage the Project—Replace Harbour Section First

Option 3 proposes beginning consenting and preliminary design to replace the harbour section of the Katikati wastewater outfall, while postponing wider replacement decisions until future LTP and WSS reviews. This staged approach addresses the highest-risk area, keeps future options open, and aligns with strategic funding outcomes.

Sensitivity Testing

The analysis depends on:

- Timing of potential failures in the cross-harbour pipeline
- Regulatory changes for marine wastewater discharge
- Future approaches to long term discharge (marine vs land-based)
- LTP funding availability and prioritisation

Sensitivity: General

Option 3 consistently stands out because it:

- Reduces immediate regulatory, environmental, and reputational risks.
- Maintains flexibility for future decisions without committing to premature construction.
- Prevents costly emergency works and minimizes community impact.

Conclusion and Rationale

Beginning consenting and preliminary design to replace the harbour section of the Katikati wastewater outfall now is preferred, targeting the most at-risk component for lower upfront cost and significant risk reduction. It shows proactive stewardship and allows for future integration from ongoing community and strategic discussions.

Less suitable options either increase WBOPDC's exposure to risk with only reactive repairs (Option 1), or delay important action, raising chances of rushed decisions after LTP processes (Option 2).

3. Commercial Case

The proposed approach for the harbour section is to:

- Undertake preliminary design and consenting sufficient to support construction;
- Use an Early Contractor Involvement (ECI) delivery model to inform buildability, cost certainty, and risk management;
- Defer construction procurement decisions until after LTP and WSS consultation once funding and scope are confirmed.

This staged approach reduces commercial risk and ensures Council retains flexibility over delivery models for subsequent phases.

4. Financial Case

The requested decision relates only to enabling works: resource consenting and preliminary design for the harbour section.

Councils 2024 -2034 Long Term Plan currently has the following budgets available in for implementation of a new or replacement disposal option for the Katikati WWTP.

2025	2026	2027	2028	2029	2030	Total
300,000	557,500	1,145,000	23,500,000	24,080,000	18,480,000	68,062,500

The estimated capital costs for the preferred disposal option in the Katikati WWTP future directions report is \$68.8M noting that this estimate is for options comparison only and not budget ready. By progressing this option further through concept design and consent processes, a budget ready estimate can be confirmed to inform future decisions.

Sensitivity: General

The estimated costs for consenting and design for the replacement of the outfall is \$1,500,000 noting that if Council progresses with the design and consenting, and a different disposal method is selected, these could potentially be sunk costs. This is an estimated costs only and will be confirmed through the procurement process.

Key financial considerations:

- Costs for the enabling works are provided for within existing approved budgets and draft Annual Plan provisions;
- No additional funding or commitment to construction expenditure is sought at this stage;
- Advancing design and consenting now reduces the risk of cost escalation, programme delay, and emergency response costs later.
- Any assessment of advancing the Matakana Island land section will be analytical only and will not constitute approval to construct that section; construction timing and funding would remain subject to future Council decisions through the LTP process.

Full capital and operational costs for the complete outfall replacement will be developed further and subject to public consultation and Council approval through the 2027–2037 LTP and WWS processes.

5. Management Case

Deliverability

A detailed Project Plan is in place for the Harbour Section Consenting and Design phase, including:

- Governance through Te Ohu Waiora and Council committees;
- Defined roles, responsibilities, and RASCI;
- Risk management, quality assurance, and reporting frameworks;
- Programme milestones aligned to LTP timeframes.

Risk Management

Key risks addressed by proceeding now include:

- Unplanned pipeline failure and harbour discharge;
- Delays associated with complex and long-lead consenting processes;
- Insufficient cost and design maturity to support credible LTP consultation.
- Misalignment between harbour section performance requirements and the condition or hydraulic constraints of the downstream Matakana Island land section if not assessed and managed early.

Conversely, deferral would increase exposure to these risks and reduce Council's ability to respond effectively.

Next Steps

This business case seeks formal approval for the inclusion of the preferred option (Option 3 – Stage the Project: Replace Harbour Section First) in the development of the 2027–2037 Long Term Plan and associated Water Services Strategy.

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Sensitivity: General

Subject to approval, the following next steps are proposed:

1. **Undertake a targeted cost/benefit assessment** comparing temporary harbour-only operational solutions with advancing construction of the Matakana Island land section in parallel, to inform future investment decisions.
2. **Initiate consenting and preliminary design** for replacement of the harbour section of the Katikati wastewater outfall, including development of a preferred alignment, construction methodology and risk mitigation measures.
3. **Commence early engagement with regulators and tāngata whenua** to inform the consenting process and to address environmental, cultural, and regulatory considerations at an early stage.
4. **Refine capital cost estimates and delivery timelines** to improve cost certainty and inform future LTP decision-making.
5. **Integrate the staged harbour section project** with the ongoing Katikati Wastewater Future Directions work, to provide consistency with long term discharge strategic outcomes.
6. **Defer construction commitment and wider outfall replacement decisions** until completion of the 2027–2037 LTP and WSS consultation processes, supported by improved technical, regulatory and cost information.
7. **Submit and seek approval for an updated business case** which considers long term disposal options for Katikati Treated Wastewater disposal and replacement of the outfall pipeline.

11.2 LANDSCAPING ŌMOKOROA ROAD

File Number: A7279559

Author: Annelie Badenhorst, Infrastructure Growth and Delivery Manager

Authoriser: Brad Singh, General Manager Infrastructure Group

EXECUTIVE SUMMARY

This report seeks the Projects and Monitoring Committee's decision on the approach to landscaping along Ōmokoroa Road following completion of the current upgrade works. Two options are presented:

1. Landscaping with targeted replacement planting within the approved and constructed road corridor, or
2. The full Boffa Miskell Landscape Concept Plan, which introduces significant additional capital cost, ongoing maintenance liabilities, and operational risks.

RECOMMENDATION

1. That the Infrastructure Growth and Delivery Manager's report dated 9 June 2026 titled 'Landscaping Ōmokoroa Road' 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 Projects and Monitoring Committee adopts Option 1 (Targeted Replacement Planting), being landscaping limited to targeted replacement planting within the approved road corridor, where physically practicable.
4. That the Projects and Monitoring Committee further directs that, under Option 1:
 - a. Replacement planting is to be delivered by the Project Team in conjunction with Transport and Maintenance teams, in a manner consistent with approved service levels and existing maintenance budgets.
 - b. Planting design and implementation is to prioritise corridor-appropriate species and layouts and minimise long-term operational and asset risk.

BACKGROUND

1. Ōmokoroa Road has undergone significant upgrade works, including carriageway widening, shared paths, footpaths, lighting, and extensive underground services. The road corridor design, including hardstand areas, berms, and footpath widths, was previously approved by Council and has been constructed or is currently under construction.

2. The Ōmokoroa Road Landscape Concept Plan was prepared by Boffa Miskell following engagement by Mr Darryl Scott, the developer of the Ōmokoroa Country Club, independently of Council. Council did not commission, approve, or provide direction on the preparation of the concept plan, nor was it developed as part of Council's approved design or delivery processes.
3. The concept substantially expands the planting extent beyond what was contemplated in the approved road corridor design and proposes the removal of newly constructed concrete areas within berms and medians to enable ornamental gardens and tree planting.
4. A site meeting was subsequently held involving Council officers, Transport and Maintenance representatives, contractors, Boffa Miskell, and two elected members to review the proposal at a high level. That discussion identified numerous operational concerns relating to underground service conflicts, long-term maintenance burden, traffic management exposure, and cost escalation. These matters have since been assessed in further detail by Transport and Maintenance teams and are reflected in this report.

SIGNIFICANCE AND ENGAGEMENT

In terms of Council's Significance and Engagement Policy, this decision is considered to be of medium significance.

The decision does not involve statutory service level changes or asset disposal but has material long-term financial and operational implications for Council due to increased capital expenditure and ongoing maintenance liabilities.

No formal engagement plan is required.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested / Affected Parties	Engagement
Tangata Whenua – Pirirākau	Ongoing coordination through consent and project obligations
Internal Council Teams (Infrastructure, Transport, Maintenance)	Completed
General Public	Not required

ISSUES AND OPTIONS ASSESSMENT

5. Option 1 – Targeted Replacement Planting (Recommended)

This option involves limiting landscaping to targeted replacement planting within the approved and constructed road corridor, where vegetation was removed as a result of construction works.

Under this option:

- Planting will only be undertaken where physically practicable, having regard to corridor constraints including underground services, available berm widths, and road safety requirements.
- No new planting areas, medians, or garden beds will be created, and no recently constructed hardstand or infrastructure will be removed.
- Replacement planting will be delivered as part of the current project, in coordination with Transport and Maintenance teams to ensure alignment with long-term service levels and existing maintenance budgets.
- This option provides a practical and deliverable outcome within the existing corridor, while avoiding the creation of additional capital or ongoing operational liabilities.

Costs and Implications

Cost / Impact Category	Option 1 – Targeted Replacement Planting (Recommended)
Planting Extent	Constrained to available berms and approved areas
Capital Planting Cost (CAPEX)	Significantly reduced compared to Option A
Capital Cost per m ²	Lower than \$48–\$60 per m ²
Consultant Design & Supervision	Limited/minimal
Removal of Existing Infrastructure	None required

Annual Maintenance Cost (OPEX)	Low to moderate; aligned with existing budgets
Arborist/Tree Management Costs	Low (limited tree numbers, suitable species)
Stormwater \$ Reactive Maintenance Risk	Low
Funding Impact	Can be accommodated within existing project funding and maintenance budgets
Overall Cost Risk	Low to Moderate

Note: A specific capital cost per square metre for Option 1 has not been determined at this stage. The extent, layout, and plant quantities will be confirmed following Council's decision, through preparation of a detailed replacement planting plan. Once defined, the resulting capital cost per m² is expected to be lower than the full landscape concept, reflecting the reduced planting extent, fewer trees, simpler planting layouts, and lower preliminaries.

6. Option 2 – Full Boffa Miskell Landscape Concept Plan

This option involves adopting the full Ōmokoroa Road Landscape Concept Plan prepared by Boffa Miskell, including extensive additional planting within berms and medians, ornamental landscape treatments, and increased tree planting.

Implementation of this option would:

- Require removal and modification of recently constructed infrastructure, including kerb, channel, and concrete surfaces
- Introduce significant conflicts with underground services and corridor safety requirements
- Require further design development and rework of the existing road corridor

It would also result in:

- Substantial capital cost
- Ongoing maintenance obligations, creating an unfunded operational liability

Should Council wish to proceed with this option:

- Further design work and corridor reconfiguration would be required; and

- Both capital and ongoing maintenance costs would need to be considered through the next Long Term Plan process.

This option is not recommended due to cost, risk, and feasibility constraints.

Costs and Implications

Cost / Impact Category	Option 2 – Adopt Full Concept (not recommended)
Planting Extent	~10,000 m ² (≈ 1 hectare)
Capital Planting Cost (CAPEX)	\$478,000 – \$600,925 (excl. GST)
Capital Cost per m ²	\$48 – \$60 per m ²
Consultant Design & Supervision	Additional ~\$57,000 excl. GST
Annual Maintenance Cost (OPEX)	\$120,000–\$150,000 per annum
Annual Maintenance Cost per m ²	\$12–\$15 per m ² per year
Arborist/Tree Management Costs	High and escalating over time
Stormwater & Reactive Maintenance Risk	High (leaf litter, sump blockages)
Funding Impact	Creates unfunded CAPEX and long-term OPEX liability, requiring consideration through a future Long Term Plan process
Overall Cost Risk	High

Note: A specific capital cost per square metre for Option 2 has not been determined at this stage. The extent, layout, and plant quantities will be confirmed following Council's decision, through preparation of a detailed replacement planting plan. Once defined, the resulting capital cost per

m2 is expected to be lower than the full landscape concept, reflecting the reduced planting extent, fewer trees, simpler planting layouts, and lower preliminaries.

STATUTORY COMPLIANCE

7. The recommended option is consistent with:
 - Local Government Act 2002
 - Council Long-Term Plan
 - Asset Management Plans

FUNDING/BUDGET IMPLICATIONS

8. No provision exists to fund the full capital or ongoing operational costs associated with adopting the full Boffa Miskell Landscape Concept Plan.
9. Limiting landscaping to available areas avoids unfunded CAPEX and OPEX and aligns with Council's asset management principles.

CONCLUSION

In conclusion, while the Ōmokoroa Road Landscape Concept Plan prepared by Boffa Miskell presents an aspirational streetscape vision, its scale, cost, and long-term maintenance implications are not appropriate within the context of the approved road corridor design and Council's asset management principles. Limiting planting to a managed, replacement-only approach, within the approved design footprint, provides a balanced outcome that restores vegetation removed through construction, meets resource consent and cultural obligations, and ensures long-term affordability and operational sustainability. For these reasons, the recommended option represents the most prudent and defensible course of action for Council.

ATTACHMENTS

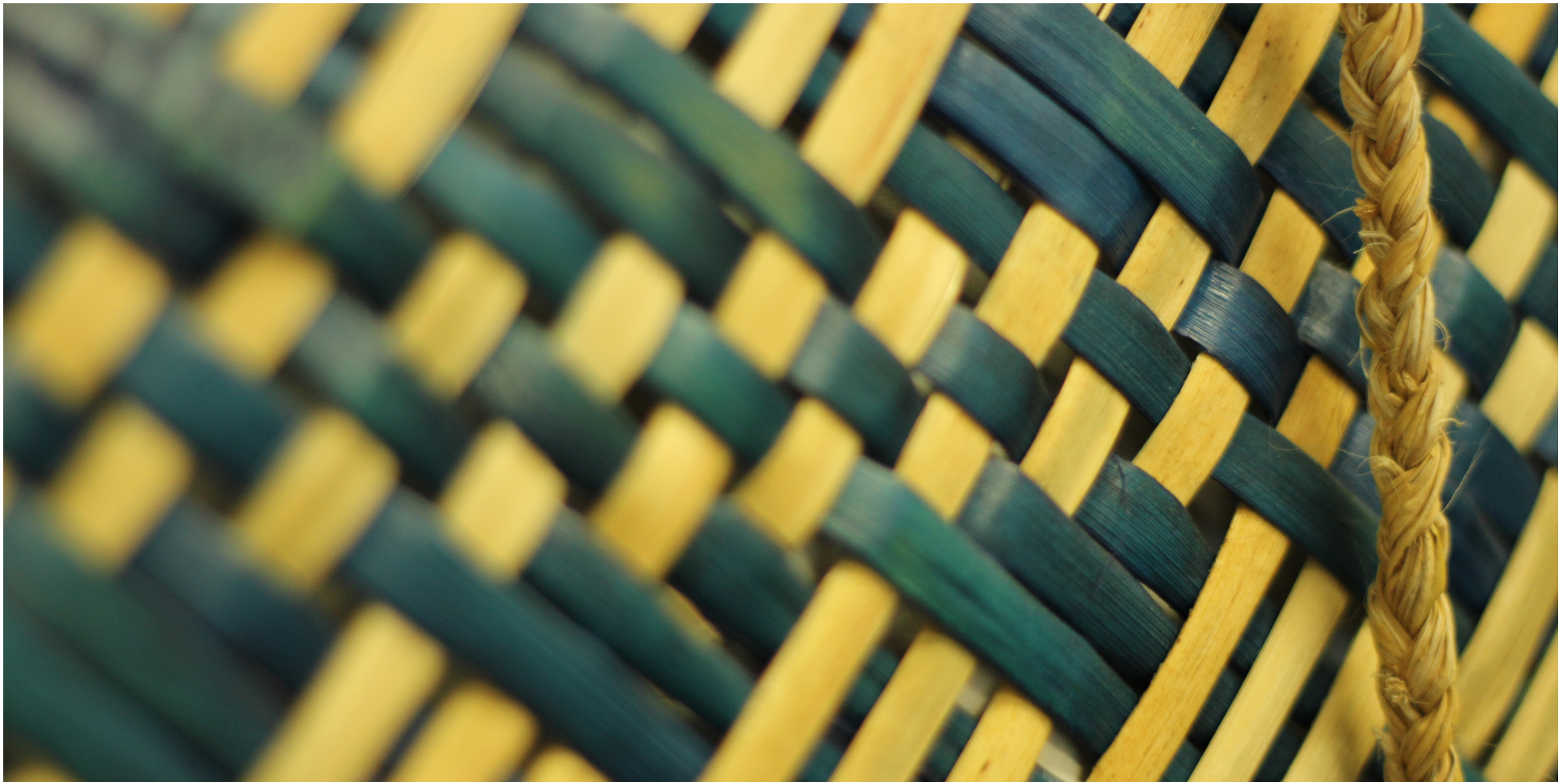
1. **Boffa Miskell Ōmokoroa Road Landscape Concept Proposal** [↓](#)
2. **Rough order of cost estimate** [↓](#)



OMOKOROA ROAD

LANDSCAPE CONCEPT PROPOSAL

APRIL 2026





Boffa Miskell is proudly a
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DOCUMENT QUALITY ASSURANCE

This document may be cited as:

Boffa Miskell Limited, April 9, 2026 4:09 pm. OMOKOROA ROAD Report prepared by Boffa Miskell Limited for [insert client name].

For any information regarding this report please contact:

[Name] | [Discipline] | [Professional Level] | info@boffamiskell.co.nz

REVISION / VERSION:	ISSUE DATE:	PREPARED BY:	DESCRIPTION:	REVIEWED BY:
Final	09/04/2026	Morne Hugo Partner / Landscape Architect & Urban Designer	Final report issued to client	Blair Clinch Principal / Landscape Architect

APPROVED FOR ISSUE:

Rebecca Ryder / Partner / Landscape Architect

RELEASE AND RELIANCE

This plan has been prepared by Boffa Miskell Limited on the instructions of our Client, in accordance with the agreed scope of work. If it is intended to support an application under the Fast-track Approvals Act 2024, it may be relied upon by the Expert Panel and relevant administering agencies for the purposes of assessing the application.

While Boffa Miskell Limited has exercised due care in preparing this plan, it does not accept liability for any use of the plan beyond its intended purpose. Where information has been supplied by the Client or obtained from external sources, it has been assumed to be accurate unless otherwise stated.

Project number: BM260929

File ref: BM260929_Omokoroa_Rd_Concept_Final

Cover photograph: Image © Boffa Miskell, 2026

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LANDSCAPE CONCEPT PLANS

OVERALL CONCEPT PLAN

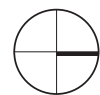
ZONE 1 - SH2 ENTRY TO FARMLANDS



← Exotic Tree Species / Inland Character (Planting Type 1 extends to new SH2 Roundabout)

KEY:

- Tree 1: Liquidambar styraciflua (Liquidambar)
- Tree 2: Magnolia grandiflora (Magnolia)

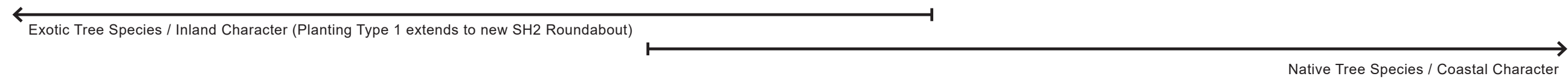
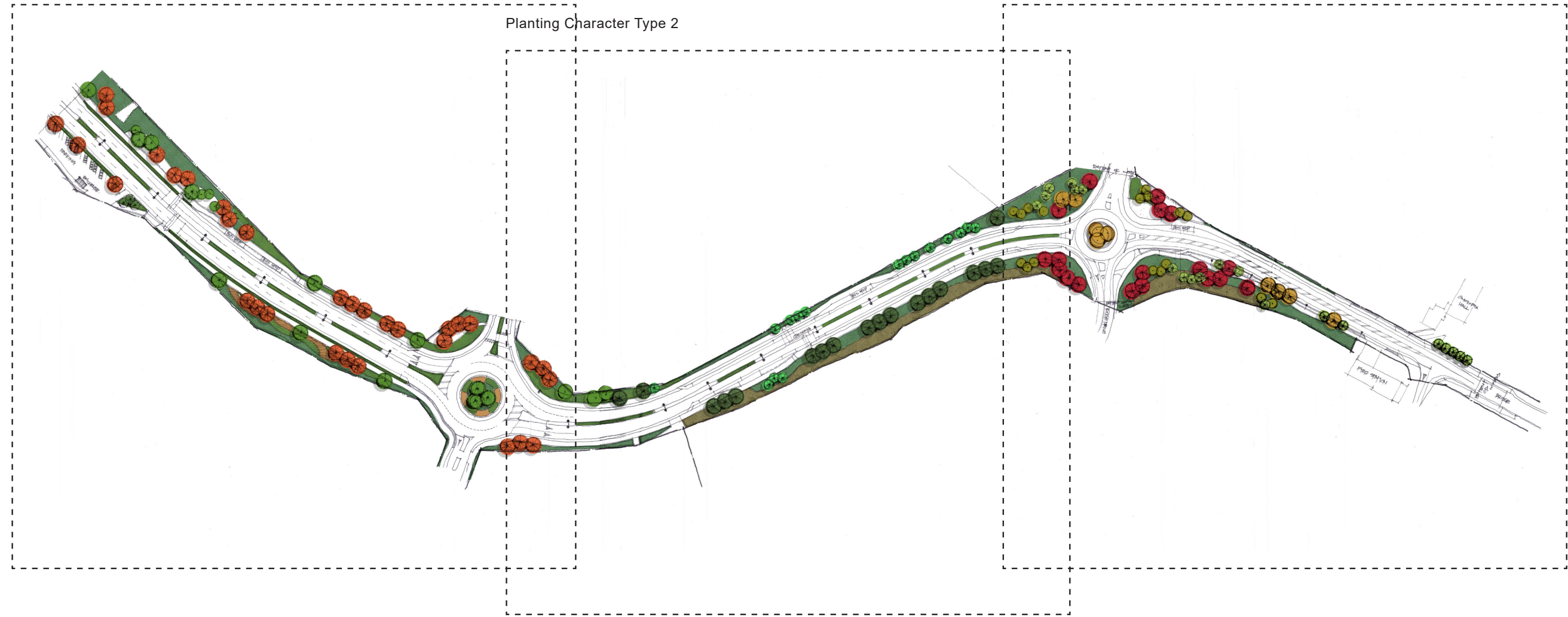


OVERALL CONCEPT PLAN

ZONE 2 - PARK & RIDE TO BRIDGE

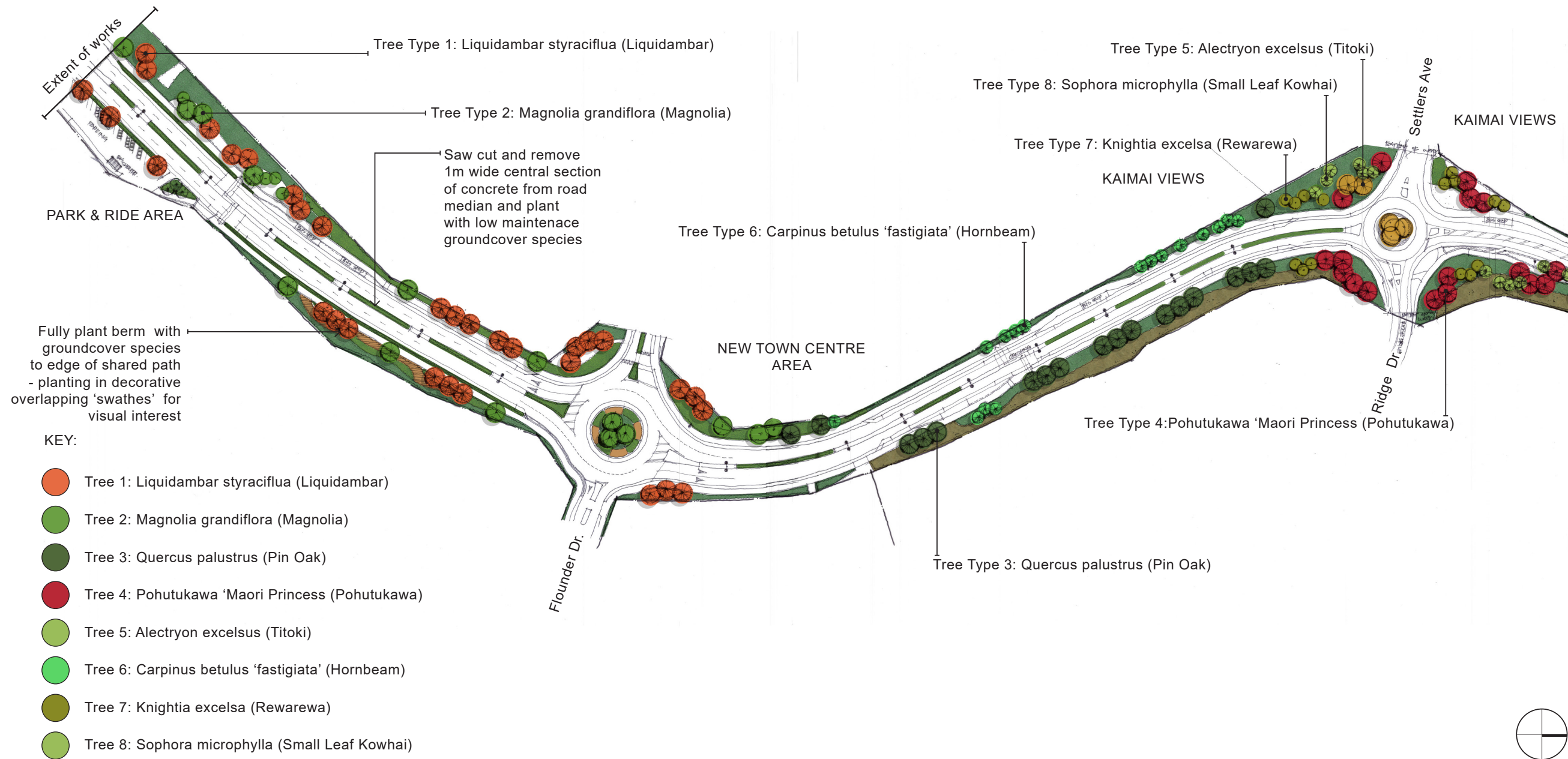
Planting Character Type 1 (continued)

Planting Character Type 3



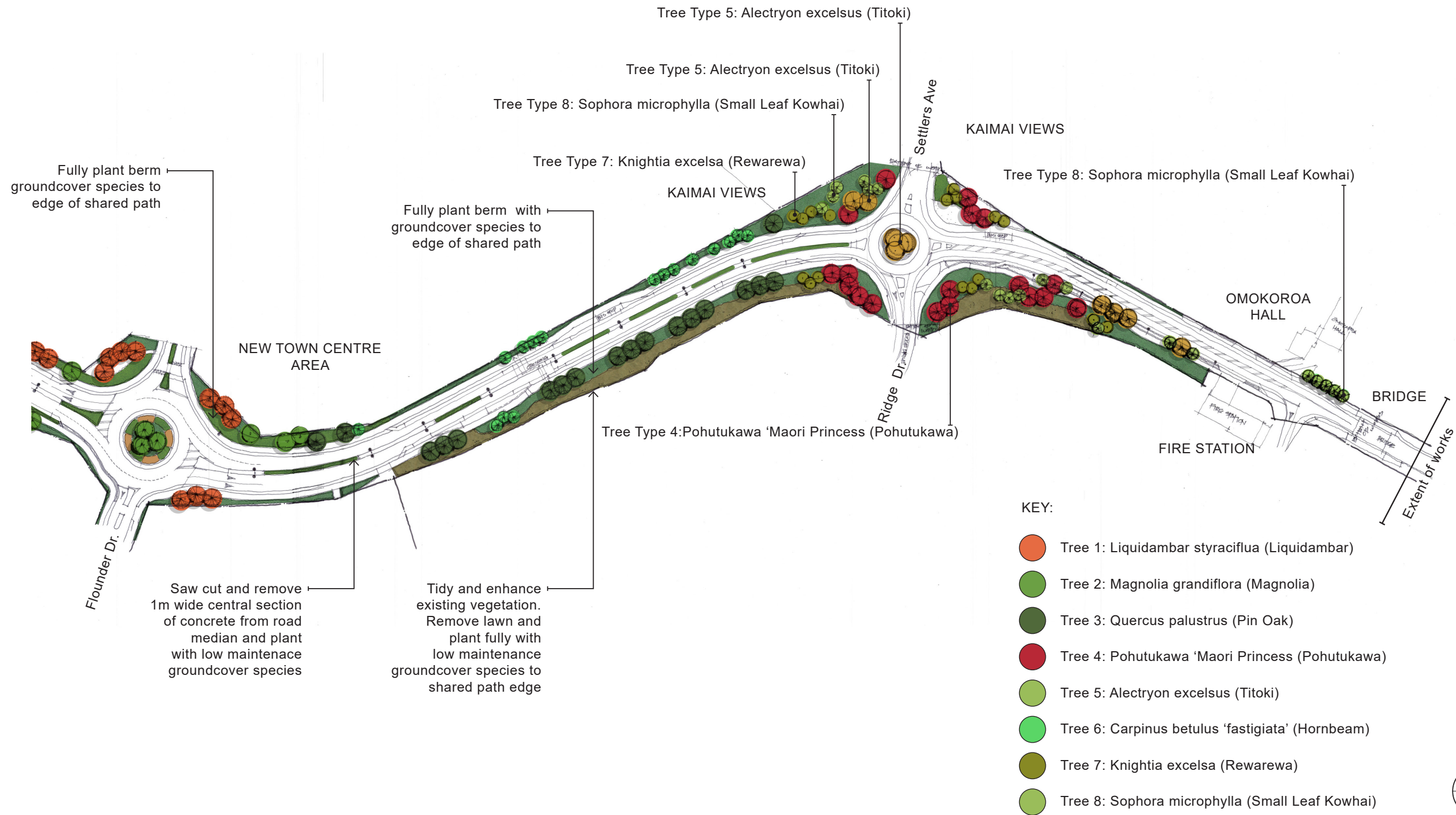
DETAILED CONCEPT PLAN

ZONE 2A (CHARACTER AREA 1 & 2)



DETAILED CONCEPT PLAN

ZONE 2B (CHARACTER AREA 2 & 3)



PLANTING PALETTE



TREE 01
Liquidambar styraciflua



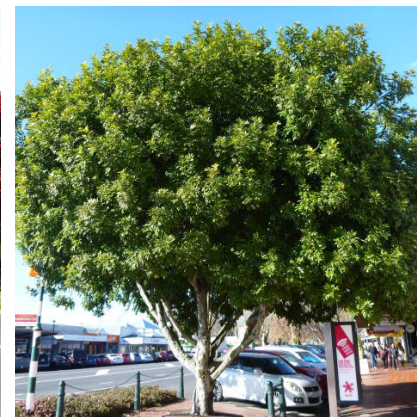
TREE 02
Magnolia grandiflora



TREE 03
Quercus palustris



TREE 04
Pohutukawa 'Maori Princess'



TREE 05
Alectryon excelsus



TREE 06
Carpinus betulus 'fastigiata'



TREE 07
Knightia excelsa



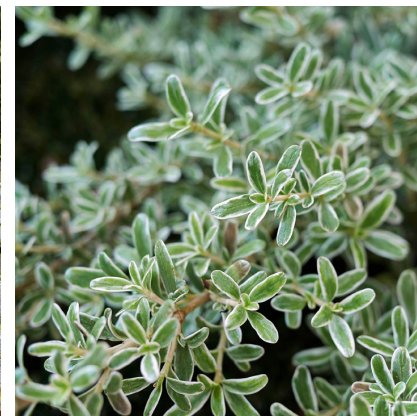
TREE 08
Sophora microphylla



MEDIAN & BERM PLANTING
Lomandra sp. (medium sized)



BERM PLANTING
Phormium 'pepe' & 'green dwarf'



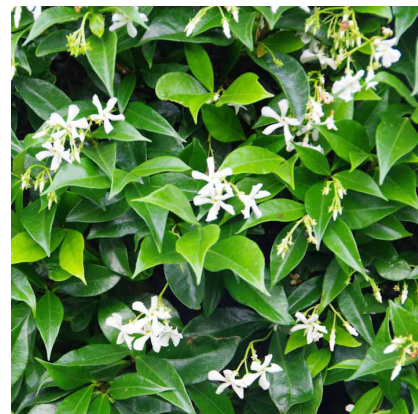
BERM PLANTING
Coprosma groundcover varieties



BERM PLANTING
Coprosma groundcover varieties



BERM PLANTING
Acaena purpurea.



BERM PLANTING
Trachelospermum jasminoides



BERM PLANTING
Coprosma groundcover varieties



BERM PLANTING
Anamanthele lessoniana



BERM PLANTING
Libertia peregrinans

CONCEPT 3D SKETCH

PARK & RIDE TO BRIDGE



Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hīhiri (cultural advisory), engagement, transport advisory, climate change, graphics and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation and excellence by understanding each project's interconnections with the wider environmental, social, cultural and economic context.



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09 358 2526	09 358 2526	07 960 0006	07 571 5511	04 385 9315	03 548 8551	03 366 8891	03 441 1670	03 470 0460

Omokoroa Road Landscaping - Rough Order Cost Estimate							30/04/2026	
Section	Item	Unit	Quantity	Rate Low	Rate High	Amount Low	Amount High	
Preliminaries	Preliminary & General Items	Sum		\$ 40,000.00	\$ 50,000.00	\$ 40,000.00	\$ 50,000.00	
PB95 / 40LTrees	Supply	No.	250	\$ 200.00	\$ 250.00	\$ 50,000.00	\$ 62,500.00	
PB95 / 40L Trees	Planting & Installation (excl. prelims & mulch)	No.	250	\$ 250.00	\$ 312.50	\$ 62,500.00	\$ 78,125.00	
PB95 Trees	Subtotal					\$ 152,500.00	\$ 190,625.00	
Groundcover	PB3 Supply	No.	40,000	\$ 4.50	\$ 5.50	\$ 180,000.00	\$ 220,000.00	
Groundcover	PB3 Planting (excl. prelims & mulch)	No.	40,000	\$ 3.00	\$ 3.70	\$ 120,000.00	\$ 148,000.00	
Groundcover	Subtotal (plants only)					\$ 112,500.00	\$ 140,625.00	
Mulch	Cambium mulch 100mm thick incl. supply & spread	m ²	10,000	\$ 6.50	\$ 8.50	\$ 65,000.00	\$ 85,000.00	
Mulch	Subtotal					\$ 63,000.00	\$ 81,000.00	
Sub-Total	<i>All Landscape Works (Excl. GST)</i>					\$ 368,000.00	\$ 462,250.00	
Contingency	20%					\$ 73,600.00	\$ 92,450.00	
Estimate Accuracy / Omissions	10%					\$ 36,800.00	\$ 46,225.00	
TOTAL ESTIMATED CONTRACT VALUE						\$ 478,400.00	\$ 600,925.00	
Assumptions:	This is a rough order / preliminary cost estimate for initial discussion purposes only based on estimated works areas only (10000m ² assumed area). Planting rates include all earthwork costs. All landscape works are assumed to be designed, specified, and constructed in accordance with the Tauranga City Council Infrastructure Development Code (TCC IDC), insofar as it applies to street planting, landscaping, and public road corridor works, in addition to NZTA P39 performance requirements and WBOPDC maintenance practice. Excludes consultants design and supervision fees. Planting assumed at 500mm centres / 4 per m ²							

12 INFORMATION FOR RECEIPT – KŌRERO TE WHIWHIA

12.1 INFRASTRUCTURE SERVICES PROJECTS UPDATE

File Number: A7270347

Author: Tracy Gaby, Executive Assistant Infrastructure Group

Authoriser: Brad Singh, General Manager Infrastructure Group

EXECUTIVE SUMMARY

To monitor and provide updates to the Projects and Monitoring Committee on current projects, contracts and works programmes.

More detailed information can be found on some projects on the link below.

<https://yourplace.westernbay.govt.nz/>

The attached Scorecard Report provides an activity-wide update on performance across Council activities. It summarises key results, non-financial and financial commentary to support a whole-of-activity view (**Attachment 1**).

RECOMMENDATION

That the Executive Assistant Infrastructure Group's report dated 9 June 2026 titled 'Infrastructure Services Project Updates' be received.

PROJECT UPDATES

Overview of Capital Work Programmes has been attached for your information (**Attachment 2**).

1. TRANSPORT

1.1 Projects completed since last update (21 April)

Projects completed since the last update with remedial or minor remaining works include:

- Old Coach Road pavement rehabilitation/seal widening (RP5,500 - 6,150) - Bank protection works being installed in May 2026
- No. 1 Road pavement rehabilitation/seal widening (RP580 - 1,960) - Percy's mitigation works to be completed following kiwifruit picking
- Tetley Road pavement rehabilitation (RP196 - 533) - Seal failure to be repaired in Spring (September)

- Storm (23 January 2026) damage repairs:
 - Kaiate Falls Road (RP580) – Complete
 - Upper Ohauti Road (RP11,541) – Complete
 - Ngamuwahine Road (RP1,442) – Complete
 - Bledisloe Park Ave (RP440) – Complete

1.2 No. 1 Road Pavement Rehabilitation (RP13 – 580)

Construction of roller compacted concrete (RCC) pavement between RP0 and RP130 is planned for July/ August. This will include some remedials on the section between RP130 and RP340.

Construction of the granular pavement and stormwater upgrades between RP200 and 580 is complete.

1.3 Boucher Avenue (RP840 – 2235)/No. 2 Road (RP0 – 650) Pavement Rehabilitation

The stormwater renewals, pedestrian crossing upgrades, and pavement rehabilitation work is complete between the Lenihan Drive and (just south of) Cameron Road Intersections. The contractor has disestablished from site to avoid disrupting the transportation of the kiwifruit harvest and will return in September to complete the remainder of the works.

1.4 No. 3 Road (RP11,813 – 12,813) Seal Extension

The project has experienced delays due to contractor resourcing constraints and now weather. The site was damaged by the storm event in late March 2026 requiring the contractor to rework a few areas. Some of the road has been sealed and all works are expected to be completed by end of June 2026 subject to favourable weather.

1.5 Wilson Road North (RP5,100 – 6,060) Pavement Rehabilitation

New roadside drainage swales have been cut, new culverts installed, road formation widened and new Community Board footpath built in the rural section to the south. A new stormwater line is currently being built from Spencer Avenue up to and beyond School Road. The rural southern section of pavement is being rebuilt in May and will be sealed in June 2026 with the urban section of works expected to be complete in September 2026. Previous communications have not clearly explained the timing differences between the rural and urban sections.

1.6 McLaren Falls Road (RP2,925 – 3,685) Pavement Rehabilitation

Construction of pavement renewal, drainage upgrades, and seal widening over a 760m long section of McLaren Falls Road, south of the park entrance. The works are expected to start early September 2026 and take approximately 16 weeks to complete.

1.7 Seaforth Road (RP5,186 - 6,150) Pavement Rehabilitation

Construction of pavement renewal, drainage upgrades, and seal widening, and footpath upgrades between the Pio Road Intersection and the south recreation reserve. Construction is expected to start early September and will take 32 weeks to complete. We will hold a community information session in July, where we will be able to share more detailed updates.

1.8 Storm (Jan 23) Damage Repairs

- Oropi Gorge Road - 100m realignment of the carriageway away from an under slip is complete.
- Arawa Avenue - construction of a timber post and rail retaining wall to remedy a under slip. Construction is underway, and staff expect that the works will be complete 30 June 2026. There was suspected Koiwi (human remains) present at this site. Staff worked closely with Iwi reps, the archaeologist, Heritage NZ and the contractors during the archaeological investigation. No Koiwi were found in the site.
- Poripori Road - Remediation of two under slips. One via the construction of a timber post and rail retaining wall as well as a Mechanically Earth Stabilised (MSE) wall. The other via geometric alignment of the carriageway away from the slip. Construction is underway with a full road closure in place on Poripori Road. We expect that the works will be completed early July 2026.

1.9 School Variable Speed Limits

A combination of static and electronic variable speed limit signs will be installed at 26 schools across the district. Site assessments and sign locations have been confirmed, and school drop-off/pick-up times have been confirmed.

Static sign work has been awarded to a contractor, with the physical works for the electronic signs expected to be awarded before the end of May 2026. The estimated completion date is August 2026 (weather permitted). Working alongside Travel Safe and TCC to ensure smooth delivery and effective communication.

1.10 Pongakawa Bush Road Stormwater Improvements

Construction of stormwater upgrades along a 1500m section of Pongakawa Bush Road which is unsealed.

Total project cost is estimated to be \$5M, with \$2.0M currently approved by NZTA. Works will proceed from the top of the northern catchment to the extent funding allows. Further funding will be sought in future years from NZTA and Council.

We are finalising the design and will soon seek landowner agreement and resource consent over the coming months. Construction is expected to commence in October 2026.

1.11 Waihi Beach Road

A small section of Waihi Beach Road has flushed which means that the skid resistance is deficient. Until a treatment can be applied the road section is covered by a 50kph Temporary Speed Limit which is appropriate but frustrating for motorists.

To rectify the flushing, we will resurface the bends with Stone Mastic Asphalt (SMA) which is the optimal solution. We originally planned to try and get this done prior to June 2026 however due the implications of storm recovery work from the January 2026 event, this work has been delayed, and it is now getting too cold to proceed. Council will instead undertake water cutting in the next month to improve the texture of the road and will apply the final solution to the road in October/November (weather dependent).

2. RECREATION AND LEISURE

2.1 Precious Family Reserve Toilet

Updates for this project will be provided once the consultation period has concluded.

2.2 Katikati Landing Jetty

Staff are continuing to work with the Katikati Open Air Art Group and a sculpturer on the placement and installation of the replacement sculpture.

2.3 Dave Hume Pool Bulkhead and Liner Project

The heating of the pools has recently been changed from hot water to gas to reduce consumption of power, which has assisted with overloading issues.

The pool is due to close on 3 July 2026 for the season. During this closure, the final items for the pool plant will be resolved and new windows will be installed in the changing facilities.

2.4 Ōmokoroa Golf Course Foreshore Esplanade Reserve Erosion

Consent obtained – construction of the timber seawall is approximately 90% complete.

2.5 Ahi Pātiki Pathway (Athenree Crossing)

The Resource Consent application was publicly notified 22 January 2026 and submissions closed 23 March 2026 – 48 were received.

A pre-hearing is now scheduled for 4 June 2026 at Waihi Beach – venue to be confirmed. Invitations to the pre-hearing are to submitters only – the public and other interested parties are not invited. Bay of Plenty Regional Council are making the arrangements, assigning a facilitator and have explained that: "A pre-hearing meeting is an informal forum for discussion between the Applicant and Submitters to work out points of disagreement and misunderstanding.

Participants are not necessarily expected to come to a consensus or agreement on issues, however, where there is agreement, this, in addition with any outcomes, will be documented in a pre-hearing report prepared by the Facilitator.

This pre-hearing report will be included in the Hearing agenda if the applications proceed to Hearing. If an agreement is reached, then a formal Public Hearing may not be required.

Should it be required after the pre-hearing, a formal Hearing is scheduled for the week of 10 August 2026.

A funding strategy report is progressing and a “Safety In Design” review process has been initiated.

2.6 Te Puke New Pool

Site investigations have been undertaken with the top two geothermal options being Jubilee Park and Centennial Park; and the best Geotech sites being Jubilee Park and Te Puke Domain.

2.7 Rock Revetments

A coastal renewal project will commence in July 2026 for the renewal of rock revetments at MacMillan Reserve (Katikati), Park Road (Maketū), Beach Grove (Ōmokoroa). This work is scheduled for completion in December 2026.

2.8 Minden Lookout

The new and improved Minden Lookout was opened on 19 May 2026. No further updates will be provided on this topic.



2.9 Tui Reserve Playground Renewal

This project is on schedule to be completed in mid-June.

2.10 Waihi Beach Sand Push Up Consent

The resource consent to enable beach push-ups along the Waihi Beach coastline is an operational mechanism to be used on a case-by-case basis, only as required. The preference is to allow natural coastal erosion and recovery processes to occur and only intervene in severe cases of erosion. A beach push-up was done along the highly eroded dune at Shaw Road, Waihi Beach, in April to provide a sacrificial buffer in preparation for Cyclone Vaianu's arrival.

No further updates will be provided on this topic.

3. WATER SERVICES

3.1 Te Puke Wastewater Treatment Plant Upgrade

The construction contract was awarded to McConnell Dowell under a Design & Build model in October 2025. The contractor mobilised to site in January 2026, and early construction activities have commenced, including site establishment and ground improvement works using deep soil mixing.

The detailed design submission has now been received from the contractor and is currently under review by the project team. This represents the final stage of design prior to design lock-in. Independent technical reviewers have also been engaged to support Council in assessing key design elements. The project is progressing in line with the current programme, with commissioning targeted for 2028. Engagement with Iwi and stakeholders remains ongoing alongside delivery of the project.



Gordon Street Wastewater Treatment Plant – Construction Progress 14 May 2026.

3.2 Te Puke Wastewater Alternatives Discharge

Engagement with Te Ohu Parawai is ongoing, with further work progressing to refine the project scope, governance structure, and investigation pathway for alternative discharge options. The first hui with the sub-committee is being planned for 30 June 2026.

3.3 Athenree and Wharawhara Water Treatment Plant Upgrades

This project is now complete, however re-occurring issues at the Athenree Water Treatment Plant has meant fluoridisation was temporarily paused.

Fluoridation dosing at Athenree Water Treatment Plant has now been reinstated following resolution of the immediate blockage issues within the HFA dosing system. The earlier crystallisation issue, which impacted dosing reliability, has been addressed through operational interventions. Council is continuing to work with technical specialists and the contractor to confirm the root cause of the crystallisation and implement a long-term solution. This includes reviewing the current dosing configuration and system design under the Defects Liability Period. There remains no public health risk associated with this issue, and the Ministry of Health has been kept informed.

3.4 Brighton Reserve Diversion and Darely Drain Renewal

Ground and service investigations, including CCTV, are now complete. Review of these investigations is underway to verify the concept design and to identify any optimisation in the alignment. Hydraulic modelling is underway to understand flood water levels from what is currently on site in comparison to the proposed alignment.

3.5 Otawhiwhi SW Drain and Pio Shores Improvements

Engagement with key Tangata Whenua representatives at Otawhiwhi is ongoing, with the preferred option identified. Tangata Whenua are navigating some internal discussions to reach a consensus. Once this is confirmed, design will commence.

3.6 Maketū Wastewater Treatment Plant – Irrigation Field Renewal

Fulton Hogan have been engaged to undertake a "Like for Like" replacement of the disposal system. An assessment of all components has been carried out.

The next step is a full replacement of submains and driplines sequentially through all 8 zones. The expected completion is early 2027, weather depending.

3.7 Te Puke Watermain renewal – Boucher Avenue

Construction of the new watermain is complete. All pipes are in the ground and just one link connection to be completed. This work was co-ordinated around the road rehabilitation works to ensure water infrastructure is not impacted during the road rehabilitation works. The last section of the new pipe is being commissioned over the next couple of weeks. The reinstatement will follow this.



Installation of new 100mm pipe.

3.8 District Wide Backflow Protection Programme

700 backflow devices have now been installed throughout the District. In addition to the backflow devices being installed, it was decided to renew the water meters also (all of which are at least 10 years old), meaning that an equivalent amount of water meters (20mm predominantly) have also been replaced.

3.9 Muttons Water Treatment Plant Upgrade

Staff have completed the monitoring of the recently installed filters and UV treatment. As a result, some modifications are underway to improve efficiency of operation.

Work is ongoing to secure land for additional upgrades required at the water treatment plant. A land transfer agreement will be sent in July, to the landowners' lawyers for review and approval.

3.10 Eastern Supply Zone Alternative Supply – Groundwater Exploration

Groundwater exploration for alternative water supply has not been successful at 950 and 1146 No. 3 Road. Further exploration is currently underway on 1007 No. 3 Road.

Once No. 3 Road exploration is completed, No. 2 Road will be progressed to understand the extent of availability in the aquifers. Following exploration at No. 2 Road and No. 3 Road, a report will be taken to Council to seek direction on the preferred site for

development into production bores.

3.11 Maketū Wastewater Grinder Pump Renewals

The procurement approach and scope change were endorsed by the Projects and Monitoring Committee on 21 April 2026. The procurement plan is currently being finalised for approval, and the communication and stakeholder engagement plan is being revised. A request for quotes will be issued to five electrical contractors.

3.12 Pongakawa Water Treatment Plant Upgrade

Council has resolved to proceed with construction of the UV reactor and associated ancillary works. A second stage involving a 300 m³ treated water reservoir is planned for delivery at a later stage through an open procurement process. Contract documents with the contractor are currently being finalised. Some matters are being worked through regarding the KiwiRail arrangement. Planned completion remains late March 2027.

3.13 Waihi Beach Stormwater – Earth Dam and One Mile Creek Improvements

Feasibility and optioneering is broadly complete. There has been significant escalation in costs largely related to the works in One Mile Creek which will be presented to Council at the 28 May 2026 Council meeting. Focus for the team now is on planning engagement with impacted property owners and development of concept design.

3.14 Waihi Beach Wastewater Treatment Plant (WWTP) Upgrade

Waihi Beach WWTP upgrade has progressed beyond the tender phase, with the Request for Tender (RFT) now closed following the earlier Registration of Interest (ROI) shortlisting process. Council is currently assessing submissions and working through a range of delivery options and solutions to inform the next steps for the project. A report will be provided to Council in June outlining options.

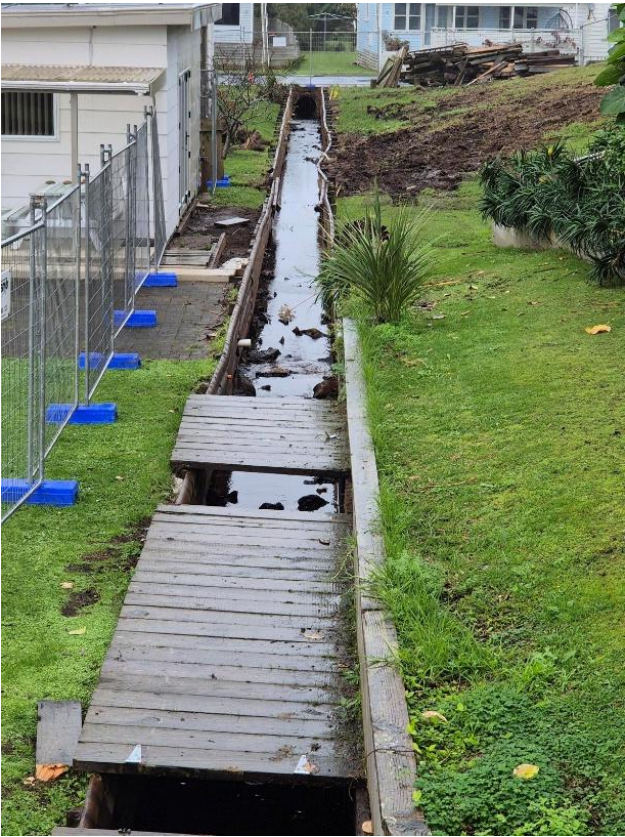
3.15 Waihi Beach Stormwater – Improvements

Waihi Beach Stormwater – Improvements Package has progressed beyond tender, with Isaac Construction (RZG – approved contractor) engaged to deliver the works.

Construction is now underway, with two of the four workstreams – Beach Road Boardwalk Drain Replacement and Wilson Park and The Crescent Stormwater Improvements – currently in progress and targeted for completion by the end of July.

The full package of works includes:

- Wilson Park and The Crescent Stormwater Improvements
- Athenree Montessori Flood Alleviation Works
- Didsbury Drive Mound Removal
- Beach Road Boardwalk Drain Replacement.





Photos of the Beach Road Boardwalk Drain Replacement.

3.16 Katikati Wastewater Outfall Renewal

Planning for the replacement of the Katikati wastewater marine outfall is progressing, with technical assessments underway, including hydraulics and pump station performance, consenting for geotechnical investigations, and preliminary design for replacement. Engagement with Tangata Whenua and key stakeholders is ongoing through Te Ohu Waiora.

A report will be brought to Council following the Projects and Monitoring Committee meeting seeking approval to commence procurement of a contractor to support the pipeline replacement. An Early Contractor Involvement (ECI) approach is proposed to enable contractor input into the consenting and detailed design process.

4. GROWTH AND DELIVERY

4.1 Temporary Roundabout – State Highway 2 and Ōmokoroa Road

Practical Completion has been achieved ahead of the previously forecast end of August 2026 programme. The roundabout is fully operational, open to traffic, and all temporary traffic management has now been removed, with the contractor having demobilised from site.

Final Stone Mastic Asphalt (SMA) high-skid surfacing remains to be applied on two roundabout approaches during Spring 2026, when more suitable weather conditions are available to achieve the required surfacing quality and performance outcomes.



4.2 Ōmokoroa Stage 1 Urbanisation and Industrial Road

Practical Completion has been achieved for Ōmokoroa Industrial Road, with all major construction activities across the Stage 1 Urbanisation works now substantially complete, ahead of the 30 June forecasted date.

The project has transitioned into final close-out, with remaining activities including minor defect resolution, completion of safety review processes, final surfacing-related activities, and project documentation. Traffic management is expected to be fully removed by late May to early June 2026.

Overall, the project has progressed well, with the completed infrastructure now largely operational and available for public use.



4.3 Ōmokoroa Stage 2 Urbanisation

Construction activities continue to progress well across the Stage 2 Urbanisation project. The current completion forecast has been updated to late August 2026, reflecting programme impacts associated with challenging ground conditions, additional

retaining wall scope, and previously unidentified underground services encountered during construction.

Cost pressures continue to be actively managed within the wider Ōmokoroa programme, alongside ongoing programme-wide financial monitoring and mitigation activities. While risks remain, the current focus continues to be on managing these pressures within existing programme allocations where practicable, with project risks and forecast positions being actively monitored as works progress.

Next month, works will focus on progressing key civil and infrastructure activities including watermain installations, pavement and asphalt works, berm and concrete works, streetlighting, fencing, guardrails, and bus shelter installations. Traffic switches will also enable completion of remaining works areas, alongside recommencement of the Jace retaining wall and associated reinstatement works.



4.4 Ōmokoroa Industrial – Permanent Pond

Construction of the permanent stormwater pond is progressing well, with completion currently forecast for late August 2026.

During construction, higher than anticipated groundwater levels were encountered, requiring adjustments to construction methodology and sequencing to safely manage site conditions. These changes have been incorporated into the delivery approach, and the project continues to progress well overall.

The project remains an important component of the wider Ōmokoroa stormwater servicing and treatment network associated with growth infrastructure delivery.



4.5 Ōmokoroa Wastewater – Easter Gully Wastewater Main (WW9)

Construction of the Easter Gully Wastewater Main (WW9) project is progressing well, with completion currently forecast for the end of June 2026.

The project involves installation of key wastewater infrastructure to support growth servicing within the wider Ōmokoroa area, including new wastewater pipeline connections through the Easter Gully corridor and associated infrastructure works.

Council-delivered works associated with properties at 60 and 62 Prole Road are currently underway, including pipeline installation and backfilling activities, with works progressing in line with programme expectations.



5. OPERATIONS

5.1 Resource Recovery

A second Resource Recovery centre has been set up in Prole Road, Ōmokoroa. This has meant the Katikati centre has been able to move into more specialised areas such as a tools and DIY materials that have been donated or recovered. They are also recovering resources through dismantling and sending on for further recovery processing, this includes e-waste and household appliances. In Te Puke, Colab are developing a proposal to create niche resource recovery services.

5.2 Clarke Road, Te Puna

All 4 lots are now under contract. 224 has just been issued and sent to Land Information New Zealand (LINZ) for title to be issued. Civils are nearly complete with some minor works still to be undertaken in the Reserve area.

6. RECOVERY OFFICE

6.1 Western Bay Recovery Office

The following is an update on the key deliverables of the Recovery Office.

6.2 Navigators and Building Placards

The Navigator service is a wraparound service to ensure that those who require assistance are supported and may range from simply connecting with the right funding

or health organisation to navigating council's regulatory requirements or assisting with advocating with insurance companies.

Current cases with navigators - 46 open cases. Cases have various levels of complexities.

6.3 Iwi Marae Hapu Engagement and Resilience

Iwi and hapū of Western Bay of Plenty District are asking for better alignment with emergency response and recovery efforts across the District. The Recovery office is representing Western Bay of Plenty District Council on the Regional Recovery team connecting with Iwi leaders and is actively working on a plan to engage with marae and hapū in the emergency preparedness space.

The Marae Resilience framework being developed during this recovery will better align and coordinate Councils, marae hapū and Iwi of Western Bay so our communities continue to be well supported.

6.4 Building

Ongoing support is being provided to homeowners with placards advising of next steps. The below table shows the current number of properties placarded.

Total properties assessed	74
Total properties placarded	26
Current placards	21
Current red	1
Current yellow Y1	8
Current yellow Y2	9
Current white	3
Pending assessments	0

6.5 Funding

Funding for recovery will come from a range of sources, including council operating and capital budgets, insurance recoveries, central government support and targeted relief funds. Council will continue to work closely with Government agencies to access both financial assistance and practical support.

6.6 Infrastructure

Infrastructure Recovery projects have been estimated with costings provided to Council at the workshop dated 15 May and the Council meeting 28 May 2026.

The outcome of these discussions will determine the program going forward. Attached is the high-level Infrastructure programme based on internal and external funding assumptions (**Attachment 3**).

Package 1 High priority transportations sites are progressing with investigation works and optioneering to begin June 2026.

ATTACHMENTS

1. **Scorecard Report** [↓](#)
2. **Overview of Capital Work Programmes** [↓](#)
3. **Recovery - High Level Infrastructure Programme** [↓](#)



Key Highlights

The Scorecard report focuses on the period as at end of April 2026:

- Major infrastructure delivery continues across transport, stormwater, wastewater, and recreation and open spaces activities, with several pavement rehabilitation and capital works projects nearing completion or in active delivery.
- Severe weather events in January and March have significantly shaped the quarter, with response and recovery activities largely completed and longer-term resilience programmes now underway across key networks.
- Growth activity remains subdued, with dwelling consents tracking well below the annual projection forecast, while subdivision activity remains strong and continues to support future development capacity.
- Planning, policy, and spatial development work remains on track, with significant effort focused on legislative reform, signing of the Regional Deal, and Long Term Plan and Annual Plan engagement.
- Council continues to operate in a complex environment, balancing reform programmes (including Local Water Done Well, RMA reform and the recent introduction of the Head Start Pathway), recovery from extreme weather events, affordability pressures, and ongoing service delivery commitments.

Note: Financial results in this report are presented as at March 2026, while non-financial performance commentary reflects activity through year to date. This timing difference reflects standard reporting cut-offs to ensure accuracy and completeness of information.

Growth Monitoring

Key Measures	Projection 2025/26	YTD Actual 2025/26	Narrative
Dwelling Consents Issued	436	257	YTD dwelling consents are only 59% of the annual projection.
New Lots Created	411	391	YTD new lots are 95% of the annual projection.

Activity Summary

Data is for the 10 month YTD period of 1 July 2025 – 30 April 2026.

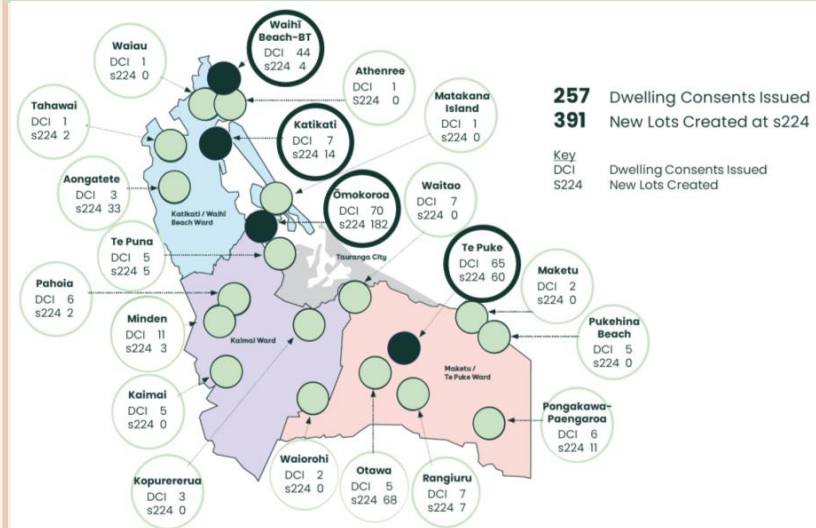
Dwelling Consents Issued

- **257** dwelling consents were issued so far this financial year.
- 194 were from Residential areas and 63 were from Rural areas.
- Top Residential areas were Ōmokoroa (70), Te Puke (65) and Waihi Beach (45).
- Only 7 dwellings have been consented in Katikati this year so far.
- Top Rural areas were Minden (11), Waitao (7) and Rangiuuru (7).
- Year to date, 257 dwelling consents are at 59% of the annual projection of 436.

New Lots Created at s224

- **391** new lots were created so far this financial year.
- 260 were from Residential areas and 131 were from Rural areas.
- Of the 391 new lots created, 131 were in rural areas, Top Residential areas were Ōmokoroa (182) and Te Puke (60).
- A significant portion of the FINCO revenue variance relates to Ōmokoroa, where high levels of s224 approvals have not translated into revenue at the expected rate due to development progressing slower than forecast.
- Top Rural areas were Otawa (68), of which 67 were new lots at the Seddon St development in Te Puke, and Aongatete (33), being mainly 28 lots at Tye Rd.

Development across the District



Development Outlook

The residential development market remains economically challenging.

North 12 in Te Puke has sold 43 lots with construction starting, and Classic Developments in Ōmokoroa (Puna Rua) has sold 22 lots in Stage 1 and up to 28 new building consents are due in the next 2-3 months.

Some larger developments remain which are approved, but yet to progress into civil works on site and reach title.

There are no announcements from developers at this time of new applications pending exceeding 50 lots.

Groups of Activities



Representation

Key measures	Target	Result (YTD)	Narrative
Percentage of meetings attended by Elected Members and Community Board members.	≥80%	99%	
- Elected Members at Council and committee meetings.	≥80%	92%	
- Community Board Members at Community Board meetings.			
Number of meetings and workshops held per annum with Te Kāhui Mana Whenua o Tauranga Moana and Te Ihu o te Waka o Te Arawa	≥5	2	

Activity Summary

- The first months of the year were dominated by the Local Water Done Well process, which required a considerable number of additional meetings and workshops, including a full Council meeting held jointly with Tauranga City Council hosted by Western Bay of Plenty District Council.
- Severe weather events impacted on normal business, with both staff and elected members involved in response and recovery.
- Both Standing Committees and all community boards had their first round of meetings and workshops.
- Work continued on the review of Community Board role and delegations, with the final Terms of Reference due to be adopted by Council in May. Community Board action plans were initiated and continue to be developed.
- Additional workshops were held on the various policy initiatives and legislative reform being pursued by central government.
- The Annual Plan process was progressed, with workshops, community consultation and hearings held.
- The independent member for the Audit, Risk and Finance Committee was recruited and appointed; and the recruitment process to appoint the new Chief Executive concluded with an appointment.
- Citizenship ceremonies recommenced for the year. Approximately 30 new citizens attend these ceremonies each month.

Operational Context

- The operating context for the Representation activity (elected members) continued to be influenced by the implementation and development of Government reforms, particularly Local Water Done Well.
- Annual Plan and Long-Term Plan development and consultation is underway.
- The governance structure established for the triennium was implemented.

Financial Summary

Representation	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance (\$000)	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 (%)
Representation Revenue	3,622	3,623	(1)	(0%)	75%	4,829	4,830	(1)	(0%)
Representation Expenses	3,515	3,469	(46)	(1%)	76%	4,656	4,624	(32)	(1%)
Representation Surplus/(Deficit)	107	153	(47)	(30%)	52%	174	207	(33)	(16%)

Actuals are accepted as being in line compared to budget year to date.

Key Takeaway

- Government's ongoing reform programme will continue to demand significant decisions from elected members, which will likely be reflected in increased numbers of meetings and workshops, and increased time demand on elected members.
- 'Business as usual' will become established for committees as work programmes develop, and for community boards as they become familiar with and implement their revised delegations.

Planning for the future

Key measures	Target	Result (YTD)	Narrative
Plans, strategies, and policies are developed or reviewed in accordance with Council-approved programme.	100%	100%	
Structure Plans are developed and reviewed to ensure there is greenfield land to accommodate growth as required by the National Policy Statement	≥10 years supply	10 years supply	

Operational Context

- Government reforms and the uncertainty surrounding the legislative/policy detail continue to be a factor impacting our Environmental Planning programme, however, the emphasis on place-based spatial planning still remains the best approach to ensure effort is not wasted.
- Considerable effort over the last quarter has been invested in progressing a (sub) Regional Deal with our partner Councils. With the application submitted we now await feedback from Government.
- Pre-enactment work has commenced on the development of a Regional Spatial Plan with the other councils across the region. A programme plan and draft process agreement are being worked on ahead of the Planning Bill being enacted later this year.

Activity Summary

- The Annual Plan 2026/27 has been adopted for consultation. Key topics include transportation funding, water charging, approach to funding community boards, fluoride free tap (Waihi Beach) and rates affordability.
- Pre-engagement on the Long Term Plan in conjunction with our four local spatial plans has been completed, with four family fun days across the district and online opportunities.
- The Natural Hazards work programme will continue, focusing on liquefaction guidance and additional mapping information.
- Policy and Planning activities are on track for the third quarter, with significant progress made on several projects and engagement underway for others.
- There have been significant proposed legislative changes across resource management, simplifying local government, core services, rate capping, infrastructure funding and financing, and development levies. Submissions to these legislative changes have been prepared on behalf of Council and lodged.

Financial Summary

Planning for the future	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Actual v Budget YTD (\$000)	Actual YTD as a % of FY Budget	Forecast FY Actuals (\$000)	Revised FY Budget (\$000)	Variance Forecast v Budget FY (\$000)
Planning for the Future Revenue	3,242	3,229	12	0%	4,323	4,306	17
Planning for the Future Expenses	2,991	3,237	246	8%	4,100	4,341	242
Planning for the Future Surplus/(Deficit)	251	(7)	258	3622%	(709%)	223	(35)

Revenue: Actuals align with the year-to-date budget.
Expenses: Year-to-date expenses are \$246k below budget, with a forecasted \$242k under budget at year-end. Operational project spending is \$110k under due to timing across eight projects. Consultants and legal fees are \$105k under budget year-to-date, forecasted to be \$89k under at year-end. Personnel costs are \$13k under budget, mainly from vacancy delays and maternity leave.

Key Takeaway

- Progress: Reform is influencing the pace and nature of our overall work programme and individual planning projects. Time is required to stay up to date and submit on the constant and continued update to legislation.

Community Building

Key measures	Target	Result (YTD)	Narrative
The city/district/region is prepared for and can effectively respond to an emergency.	Advancing	Achieved	
Percentage of rostered staff that are trained in emergency management	≥80%	NA	

Activity Summary

- The first quarter of 2026 has been dominated by the severe weather events of 21st January, 26th March and Cyclone Vaianu. Recovery continues to be led from a stand-alone office with a dedicated team.
- The draft Civil Defence Recovery Plan has been completed and presented at a Council Workshop on 21 May. It will be presented for final sign off at a Council meeting on 28 May.
- Council is strengthening engagement with Iwi Chairs in the Emergency Management space.
- Service Delivery Contracts are being actively managed ahead of the end of the financial year to ensure deliverables are complete and funds are well managed.
- Western Bay Museum's Toki - The Edge of Tradition exhibition has launched. It has received strong media coverage, including a front-page feature and full-page coverage in Sunlive.
- Ōmokoroa Community-led Development is continuing to grow its community connections. A successful neighbourhood clean up event was held in partnership with our solid waste team.
- Housing Networks continue to operate, with Te Puke establishing a Housing Leadership Group chaired by Accessible Properties Ltd. Staff presented to the Urban Taskforce on affordable housing delivery.
- Funding from EECA and regional partners has enabled the installation of solar energy systems across 7 community buildings that serve as Community Emergency Hubs, enhancing local resilience to severe weather events.
- Council is strengthening engagement with Iwi Chairs with direct engagement and regular Rangatira to Rangatira conversations (Chairs and Mayor).
- Tangata Whenua representation on Local Waters Done Well Joint Committee has been supported.

Operational Context

- Civil Defence Emergency Management demands remain high for the organisation at present, following the severe weather events of 21st January and 26th March.
- Community organisations continue to face a constrained funding environment, compounded by the severe weather events that place a new demand on philanthropic funding.
- Staff are working closely with key funders BayTrust, TECT, Acorn, and BOPRC and TCC to share information and collaborate where there are shared priorities and the ability to achieve better outcomes by working together.

Financial Summary

Communities	Actual YTD	Revised Budget YTD	Variance Actual v Budget YTD		Actual YTD as a % of FY Budget	Forecast FY Actuals	Revised FY Budget	Variance Forecast v Budget FY	
	(\$000)	(\$000)	(\$000)	%		(\$000)	(\$000)	(\$000)	%
Communities Revenue	12,348	9,871	2,476	25%	91%	14,672	13,578	1,095	8%
Communities Expenses	10,140	10,277	136	1%	76%	14,291	13,382	(909)	(7%)
Communities Surplus/(Deficit)	2,207	(405)	2,613	645%	1126%	381	196	185	94%

Revenue is \$2.4m above budget, mainly due to \$2.3m in unbudgeted subsidies and grants, including \$1.8m for the Heron Crescent build and funds from EECA and other sources. An additional \$422k from EECA is expected.

Expenses are \$136k under budget but forecasted to be \$900k over by year-end, with Emergency Management costs driving overruns due to recent weather events and related grants. Hall improvements are under budget by \$223k and expected to remain so.

These figures are part of the Communities Group of Activities, covering Community Facilities, Libraries, and Service Centres.

Key Takeaway

- A challenging environment: Many of the organisations we work closely with are finding the current environment pretty tough. We continue to work with other key funders to provide consistent support within our own constraints and encourage collaboration and working together to achieve outcomes.

Community Facilities

Key measures	Target	Result (YTD)	Narrative
Number of cemeteries where plot availability is >30% of annual plot requirements or 5 plots at any one time.	4	4	
Areas for natural burials provided in the District.	1	0	

Operational Context
<ul style="list-style-type: none"> Housing: Future sustainability of an aging housing portfolio and affordability and willingness to replace. It is a good time to have a discussion about moving forward with increasing housing stock. Halls: Increasing cost to maintain the halls such as insurance.

Activity Summary
<ul style="list-style-type: none"> The relationship with Elder Housing Tenants and Hall Committees continues to be managed well, with no issues to report. Units are 100% tenanted. Council's Property Team have taken over day to day operations of The Ōmokoroa Storage facility from 1 April 2026. This property was acquired under the Public Works Act as part of the Active Reserve purchases. Progress is being made with the development of the natural cemetery at Te Puke Cemetery now that the bylaw has been updated. Trees have been planted in conjunction with the natural burials group and procurement of the new driveway is underway.

Financial Summary									
Communities	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)	
Communities Revenue	12,348	9,871	2,476	25%	91%	14,672	13,578	1,095	8%
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These figures are part of the Communities Group of Activities, covering Community Building, Libraries, and Service Centres.

Key Takeaway
Te Ara Mātauranga - Waihi Beach Library recently won a Gold Award at the 2026 NZ Commercial Projects Awards.

Libraries and Service Centres

Key measures	Target	Result (YTD)	Narrative
Number of library and service centre providing multiuse community spaces. Aim is one in each of the four urban centres (Te Puke, Katikati, Waihi Beach and Omokoroa)..	1 centre	3 centres	
Number of physical visits to libraries and service centres per annum.	>270,000	250,775	As at end of April 26.

Activity Summary

Contact Centre (Phones/Emails/Antenno/Website)

For January - April 2026 (Monday to Friday, 8am to 5pm), we received **14,127** calls, plus **1,824** Building Inspection Calls, **1,603** Call Backs, and **10,030** Emails. The leading five wrap-up categories for all calls included:

- Rates & Water inquiries, Utilities Water Services, Transportation, Animal Services, Compliance enquires.

During after-hours (weekends, public holidays, and 5pm to 8am), TCC answered **2,252** calls on our behalf,

12,220 SR's were raised. The leading five wrap-up categories for SR's included:

- Local Road, Reserves & Facilities, Compliance & Enforcement, Water (Utilities), and Customer Service Planning

Customer feedback

Using our Mindful real-time survey, we received 107, with a customer satisfaction of 89.2%. The negative feedback was primarily about the activity they were working with within council. From their feedback we were able to ensure the business unit contacted the customer and talk through their concerns. Others were contacted by TLCS, or a supervisor to follow-up on/clarify concerns.

Library and Service Centres

Customer Satisfaction rating stands at 97%.

As of 30 April there were:

- **250,775** physical visits (82,172 at Katikati, 48,774 at Omokoroa, 83,188 at Te Puke and 36,641 at Waihi Beach)
- **292,615** physical items issued (83,372 at Katikati, 87,033 at Omokoroa, 76,516 at Te Puke and 45,694 at Waihi Beach)
- **288** events (at Katikati, at Omokoroa, at Te Puke at Waihi Beach) with **5,793** attendees (at Katikati, at Omokoroa, at Te Puke and at Waihi Beach) exceeding the KPI of 180 events per annum.

Te Puke AA had **13,024** transactions.

Operational Context

- Educating customers regarding going cashless by the end of the year which means we will not be accepting cash. We will assist them with this transition to set up Direct Debits or Automatic Payments or alternatively direct them to the nearest bill pay NZ Post.

Financial Summary

Communities	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)	%
Communities Revenue	12,348	9,871	2,476	25%	91%	14,672	13,578	1,095	8%
Communities Expenses	10,140	10,277	136	1%	76%	14,291	13,382	(909)	(7%)
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Expenses are \$136k under budget but forecasted to be \$900k over by year-end, with Emergency Management costs driving overruns due to recent weather events and related grants. Hall improvements are under budget by \$223k and expected to remain so.

These figures are part of the Communities Group of Activities, covering Community Facilities, Libraries, and Service Centres.

Key Takeaway

Our library spaces are busier than ever, showing us how important our presence in our communities is.

Regulatory Services

Key measures	Target	Result (YTD)	Narrative
Average number of days to process each category of Resource Consent application	<22 days	17	As at end of April 2026.
Average number of days to process building consent applications (Statutory timeframe is 20 working days).	<20 days	13	As at end of March 2026.

Activity Summary

Building Services

- **Consents:** 98% of applications were issued within the 20-working day statutory timeframe. We are experiencing a recent (Q3) increase in our BC applications which has lifted our application numbers 11% up from previous YTD. This seems to be related to an increased confidence in the sector.
- **Inspections:** We have seen a 11.8% increase in inspections for the Q3 of this financial year compared to the previous year which is following application numbers. Wait times are currently still 2-3 days which aligns with industry expectations and regulatory requirements.
- **Compliance:** On track to increase BWOA Audit numbers now that a replacement Compliance Officer has been appointed. There has still only been a total of 21 Audits for this quarter with only 31 remaining on the MBIE priority list. Swimming Pools inspected by due date is at 86.5%. The percentage of pools inspected within six months of the renewal date has slightly decreased, likely due to an increase in failed inspections requiring follow-up.

Resource Consents

- **Activity:** Statutory timeframes were met for 88% of resource consent applications year to date. YTD, the total number of consent applications has reduced by 20% compared to the same period in 2024/25 (272 for 2025/2026 compared to 341 for same period in 2024/25). Of the total received, approximately 60% are land use applications and 40% are for subdivision.

Activity Summary

Compliance and Monitoring

- **Freedom Camping:** The freedom camping monitoring programme slowed down after Easter, and our contractors only now respond to reported freedom camping complaints. There have been 790 infringement notices issued this season, compared to 312 in the 24/25 season, which illustrates the importance of employing the summer ambassadors.
- **Resource Consent monitoring:** 677 resource consents have required monitoring so far for 2025/26. The team have just replenished their staffing numbers after the last consent officer left early this year.
- **Health service requests:** The Health (Hairdressers) regulations 1980 officially expired on 31 July 2025. 94% of health service requests were resolved within 7 days.
- **Alcohol Licensing:** 293 applications have been received for 25/26. 99% of alcohol applications have been processed within the seven-day limit.

Animal Control

- **Registration:** 98% of known dogs in the district are registered. Approximately 188 dogs are still unregistered.
- **Enforcement and Investigation:** Complaints have reduced by 6% year on year. Impounded dogs have increased by 36%, and 665 infringement notices have been issued, which reflects a more proactive approach to dog control.

Operational Context

- **Building** - Economic caution and confidence is reflected in a slow increase in volumes of Building Consent applications FY25. Although regular fluctuations in application numbers are making numbers hard to predict the trend continues upwards from FY25.
- **Planning** - We remain in an uncertain economic climate with the overall number of applications reducing compared to the same time last year. There have been very few new applications for large scale subdivision (i.e. 50+ lots), however, we are receiving complex land use consents (e.g. schools, McDonalds, function venues).

Key Takeaway

- There is uncertainty across the market generally. We are seeing a downturn in the number of new dwelling builds and large scale subdivisions.

Regulatory Services

Financial Summary

Regulatory	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Actual v Budget YTD (\$000)	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)	%
Regulatory Revenue	13,396	12,221	1,175	10%	84%	17,438	15,960	1,478	9%
Regulatory Expenses	12,009	12,019	10	0%	75%	16,212	16,021	(191)	(1%)
Regulatory Surplus/(Deficit)	1,387	202	1,185	+100%	+100%	1,226	(61)	1,287	+100%

Revenue is currently \$1.1m above budget and expected to finish \$1.4m higher by year-end, driven by higher consent applications, inspections, and fees.

Expenses are on budget year-to-date but forecasted to exceed by \$191k, with personnel and legal costs under budget offset by higher consultant and professional service expenses.

Recreation and Open Spaces

Key measures	Target	Result (YTD)	Narrative
The percentage of recreational facilities that have an average to excellent grading of equal to or less than 3 (1 excellent, 5 very poor) as identified in the NZ Park and Recreation Asset Grading manual.	≥90%	95.24%	
The best practice score for strategic planning is comprised of 10 measures including parks strategy development, use of provision and distribution of levels of service, and development of activity strategies (% compared to peer group NZ wide)	>67%	NA	Measured annually.

Operational Context

The Reserves Maintenance Contract is tracking well with the cooler weather assisting in improved mowing standards.

Winter sports are well underway and the sports fields are standing up well to use due to the recent run of good weather.

- Activity Summary**
- The Dave Hume pool and Te Puke Pool are now Pool Safe Accredited thanks to Bay Venues for achieving this KPI and making our community safer in their pools.
 - Te Puke Swimming Pool has closed for the season.
 - The Dave Hume Pool closes on 3rd July. The new outdoor gym equipment has been installed.
 - Tui Park new playground is nearing completion.
 - The capital programme includes numerous projects across the district a number which are being completed eg Minden Lookout
 - TECT Park – A Section 17 A review has been work shopped and we are now preparing a procurement plan to advance to the procurement stage for a new contract(s) for Recreation and Open Spaces maintenance.

Financial Summary

Recreation and Open Spaces	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance (\$000)	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)	%
Recreation and Open Spaces Revenue	12,524	11,589	935	8%	79%	16,442	15,767	675	4%
Recreation and Open Spaces Expenses	10,523	10,588	65	1%	75%	13,792	14,116	324	2%
Rec & Open Spaces Surplus/(Deficit)	2,001	1,001	1,001	100%	121%	2,650	1,651	999	61%

Revenue is \$935k above budget year to date and expected to be \$675k above at year-end, driven by unbudgeted grants, higher forestry proceeds (partly offset by expenses), and increased rental income.

Expenses are \$65k under budget year to date and forecasted to be \$324k under at year-end, mainly due to lower maintenance costs.

- Key Takeaway**
- Significant capital works projects are on track
 - A number of smaller projects will require partial carry-forwards to complete what is currently committed to.

- The reserves maintenance contract is progressing well

Stormwater

Key measures	Target	Result (YTD)	Narrative
The number of times per annum flooding occurs outside identified flood-prone urban areas during the one-in-50 year or less storm event.	<3	2	Two flooding events occurred in January and March 2026
The number of flooding events that occur within the Western Bay of Plenty District. For each flooding event (district-wide), the number of habitable floors affected (expressed per 1000 properties connected to Council's stormwater system).	<30 (3%) per event	NA	Measured annually. Will be reported in the Annual Report.

Operational Context
<ul style="list-style-type: none"> Increased pressure from the community to improve stormwater open drain maintenance, particularly in public facing drains. Report will be brought to Projects and Monitoring committee in July for an improved LOS. An increase in services requests for the stormwater activity has been experienced following the January and March storms, these are now starting to stabilise.

Activity Summary
<ul style="list-style-type: none"> Waihi Beach SW improvements underway at Wilson Park and Beach Road Boardwalk. Works at Athenree Montessori School will follow. Preliminary design for Waihi Beach Dam removal, Darley drain outlet re-diversion and Wallnutt Ave pipe renewal is underway. Information day for Waihi Beach stormwater being planned for July. Stormwater Capital works programme for 2026 FY is small due to a number of large scale projects in design phase.

Financial Summary									
Stormwater	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)	%
Stormwater Revenue	6,742	7,843	(1,102)	(14%)	64%	8,705	10,458	(1,753)	(17%)
Stormwater Expenses	5,348	4,687	(662)	(14%)	86%	7,121	6,249	(873)	(14%)
Stormwater Surplus/(Deficit)	1,393	3,157	(1,764)	(56%)	33%	1,584	4,209	(2,626)	(62%)

Revenue is \$1.1m below budget year to date and \$1.8m below at year end. Developer contributions are \$1.9m under budget, with limited council control over timing. Vested asset revenue is \$886k above budget year to date, a non-cash item, with no further assets forecasted.
Expenses are \$662k over budget year to date and \$873k over at year end. Internal interest costs exceed budget by \$1.0m year to date, rising to \$1.4m. Maintenance, utilities, and rates are under budget by \$246k and \$108k year to date, improving further by year end.

Key Takeaway
<ul style="list-style-type: none"> Programme of works for improved stormwater management in Waihi Beach is progressing well. Operational activities are starting to return to normal following storm events.

Transportation

Key measures	Target	Result (YTD)	Narrative
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number. - Fatal crashes - Serious injury crashes	<0	NA	Measured annually. Will be reported in the Annual Report.
Number of road closed/lanes unavailable for more than 24 hours due to weather events or unplanned maintenance.	0	NA	Measured annually. Will be reported in the Annual Report.

Operational Context
<ul style="list-style-type: none"> The cyclic maintenance/emergency response contract has been awarded to Fotheringham Contractors Ltd. of Katikati and will formally commence on 1 July 2026. Procurement of the Matakana Island routine maintenance contract is programmed for September/October 26. All maintenance and renewal contracts will be audited by an external party to determine the level of compliance with the contract requirements and identify areas for improvement.

Activity Summary
<ul style="list-style-type: none"> All damage arising from the Jan 23 storm has been rectified except for two sites on Poripori Rd and one on Arawa Ave. JSwap have been engaged to carry out the remedial works. Construction will begin 11 May. Negotiation of land entry agreements for the Pongakawa Bush Rd project has been postponed to allow staff to focus on the storm damage repair programme. The No. 1 Rd pavement rehabilitation project is substantially complete. The concrete pavement contractor will return to site in July 26 to complete the remaining 100m length. The Boucher Ave/No 2 Rd pavement rehabilitation contractor will return to site in September 26 to complete the remaining works. Construction of pavement rehabilitation and improvements on Wilson Rd North continues and is expected to finish July 26. Construction of the Seaforth Road pavement rehabilitation and improvements project will start early September 26. Procurement of suppliers of the supply and installation of variable speed limit signs outside schools is underway. All signs are expected to be installed by September 26. Design and investigation of remedial works for sites severely impacted by the Jan 26 storm will commence shortly. The total cost is estimated to be \$28M (including the immediate response). The Oropi Gorge Rd realignment project is expected to be completed mid-May 26.

Financial Summary								
Transportation	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance (\$000)	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) %
Transportation Revenue	51,970	48,683	3,287	7%	74%	73,614	70,602	3,013 4%
Transportation Expenses	30,925	28,520	(2,404)	(8%)	80%	42,953	38,416	(4,537) (12%)
Transportation Surplus/(Deficit)	21,046	20,163	883	4%	65%	30,662	32,186	(1,524) (5%)

Revenue is \$3.2m above budget year-to-date and projected to be \$1.5m over at year-end, mainly due to subsidies from the Ōmokoroa Structure Plan (\$4.6m). Vested assets are \$862k below budget but expected to increase before year-end.

Expenses are \$2.4m over budget year-to-date and forecasted to be \$4.5m over at year-end, driven by storm recovery costs, higher depreciation, and maintenance overages, partially offset by savings in pavement maintenance and consultant fees.

Key Takeaway
<ul style="list-style-type: none"> Delivery of routine maintenance and renewal activities has been severely impacted by the number and intensity of extreme weather events experienced since the start of 2026.

Water Supply

Key measures	Target	Result (YTD)	Narrative
Ability of reservoirs to provide a minimum of 24-hour daily demand.	100%	100%	
Percentage of year where reservoirs are maintained at a minimum of 50% full for 80% of the time, in accordance with Ministry of Health requirements	100%	100%	There have been no network or demand issues which has resulted in our reservoir levels remaining stable.

Operational Context
<ul style="list-style-type: none"> Fluoridation at the Athenree WTP has been switched back on. All WTP across the district are now compliant with Taumata Arowai standards, with the exception of Pongakawa WTP. A project is underway to install a UV plant at Pongakawa which will then bring this site in line with current standards. Overall maintenance contractor costs continue to track below historical for the water activity, mainly due to less breaks and issues over this financial year.

Activity Summary
<ul style="list-style-type: none"> Exploration at No1 road is complete. Further exploration at No2 and No3 Road still be undertaken. Larger watermain renewals planned for the 2026/27 are largely complete with some minor renewals works still to be undertaken. Design for new UV at Pongakawa WTP is underway. Project is delayed due to new issues with Kiwirail licence. Capital works for Water Supply is tracking to 85% with overall budget. Underspend is due to delays with Pongakawa WTP.

Financial Summary								
Water Supply	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)
Water Supply Revenue	11,902	12,208	(306)	(3%)	74%	19,683	16,101	3,582
Water Supply Expenses	14,448	15,455	1,008	7%	70%	19,604	20,606	1,002
Water Supply Surplus/(Deficit)	(2,546)	(3,247)	702	(22%)	57%	78	(4,505)	4,584

Revenue is \$306k below budget year to date but is expected to end \$3.6m above budget. Financial contributions are \$448k below budget so far, forecasted to be \$640k below budget by year-end. Subsidies and grants are \$53k below budget year to date but expected to finish \$3.4m above budget due to the Pongakawa project. Metered water charges are \$393k above budget year to date and forecasted \$524k above budget at year-end.

Expenses are \$1m under budget year to date and forecast to stay \$1m under budget by year-end. Maintenance is \$815k under budget year to date, with an expected \$1.2m added in April to June, maintaining the \$1m under budget position.

Key Takeaway
<ul style="list-style-type: none"> We are on track to have all WTPs across the district compliant by the end of the FY2027. Overall the water supply activity is performing well, with no significant operational issues.

Natural Environment and Sustainable Living

Key measures	Target	Result (YTD)	Narrative
Percentage of projects funded through Community Matching Fund that are completed.	>90%	NA	Measured annually.
Number of community groups supported who aim to improve environment outcomes..	>7%	NA	Measured annually.

Operational Context
<ul style="list-style-type: none"> The environment sector is struggling with funding sustainability. The Jobs for Nature contracts and Te Mana o Te Wai contracts have ended, leaving a significant gap in funding for projects, programmes and initiatives. This gap cannot be filled by local funders. The sector has built a lot of capacity over the last 5 years. The challenge now is to keep being able to deliver on the gains made. For Council, we are focussed on being smart about how we support projects and looking to build collaboration as much as possible.

Activity Summary
<ul style="list-style-type: none"> Environment Plans part funded between BOPRC, Landowners and WBOPDC have been reviewed ahead of the financial year end. Other natural environment contracts are being actively managed ahead of the end of the financial year to ensure deliverables are complete and funds are well managed. Weed and Pest plant management has been completed at Te Meretaka wetland which is a Priority Biodiversity Site. The Pest Free Parks initiative is being socialized with key internal and external partners to ensure it has the right mix of activity to achieve the desired outcomes. Work is underway with Te Haumi to scope a planting project in support of the Waiari Kaitiaki Advisory Group Cultural Recognition Framework. Key relationships are being developed with new potential partners and funders including the Department of Conservation and Ministry for Primary Industries alongside maintaining our network with the Environmental Funders Network (TCC, BOPRC, BayTrust, TECT, Acorn, Horizon Trust and Rotorua Trust).

Financial Summary									
Natural Environment	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)	%
Natural Environment Revenue	1,065	988	77	8%	81%	1,429	1,317	112	9%
Natural Environment Expenses	1,133	1,250	117	9%	62%	1,769	1,825	56	3%
Natural Environment Surplus/(Deficit)	(67)	(262)	195	74%	13%	(339)	(508)	168	(33%)

Revenue is \$77k above budget year to date and forecast to be \$112k at year end. This is mainly due to ecological development and financial contributions which were unbudgeted.

Expenses are \$117k under budget year to date and forecast to be on budget year to date.

Key Takeaway
<ul style="list-style-type: none"> The way Council works with other funders to support the environment sector is really important in the current environment. Without a consistent and ongoing funding programme, there is a risk the capacity built up over the last few years will be reduced. This in turn will see areas that are currently pest free and regenerating, reverting back.

Wastewater

Key measures	Target	Result (YTD)	Narrative
Compliance with resource consents for each wastewater scheme:			
- Katikati	≥90%	94%	Katikati Nitrogen is now compliant, with the MBBR system performing well.
- Maketu/Little Waihi	≥96%	100%	
- Te Puke	≥90%	98.9%	
- Waihi Beach	≥97%	98.3%	
- Ongare Point	≥95%	97%	
The number of dry weather sewage overflows from Council's sewerage system, expressed per 1000 sewerage connections to that sewerage system. <i>Note: only applies when less than 1mm of rain has fallen in a 24hour period.</i>	<2	0.09	Two heavy rainfall events in this quarter put pressure on the WWTPs with high inflows which caused a small number of non-compliances

Activity Summary
<ul style="list-style-type: none"> The capital works programme is primarily focused on wastewater treatment plant upgrades across the district. With Te Puke being the main focus. Te Puke Wastewater Treatment Plant (WWTP) project is tracking well with the contractor onsite from January 2026. Detailed design has now been received and being reviewed by the team. Leak detection undertaken on the Katikati Outfall pipeline identified three small leaks. Leaks have been repaired. Detailed condition assessment of the Katikati outfall pipeline is nearly complete. Options to reduce to the costs of the Waihi Beach WWTP upgrade are being investigated and will be presented to Council.

Operational Context
<ul style="list-style-type: none"> Upgrades of the Katikati WWTP have improved the overall compliance of the plant. High cost of new/replacement infrastructure due to material costs and increasing environmental/cultural standards. Investigations into improving the resilience of the Waihi Beach network is underway, following the wastewater overflows the occurred during the weather events earlier this year.

Financial Summary									
Wastewater	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Actual v Budget YTD (\$000)	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)	%
Wastewater Revenue	16,577	20,206	(3,629)	(18%)	60%	27,510	27,739	(229)	(1%)
Wastewater Expenses	15,585	16,537	952	6%	71%	21,911	22,048	137	1%
Wastewater Surplus/(Deficit)	993	3,669	(2,676)	(73%)	17%	5,599	5,691	(92)	(2%)

Revenue is \$3.6m below budget year to date, improving to \$229k below by year-end. Developer contributions are \$1.3m below budget, expected to end \$1.7m under. Subsidies are \$2.4m below but forecasted to be \$1.56m above budget after adjustments. Vested asset revenue is \$203k over budget, with a full-year forecast of \$134k above.

Expenses are \$952k under budget year to date, \$137k under at year-end. Maintenance costs are \$2.1m under budget, forecasted at \$3.0m under. Internal interest costs are \$1.5m over budget, rising to \$2.0m over by year-end.

Key Takeaway
<ul style="list-style-type: none"> Continued focus on the Te Puke and Waihi Beach Wastewater Treatment Plant upgrades will ensure compliance long term for these schemes. Operational expenditure is tracking under budget, however costs for repairs will be incurred in next months financials.

Solid Waste

Key measures	Target	Result (YTD)	Narrative
Percentage of waste recycled or recovered as estimated by solid waste two yearly audit. The audit will be undertaken as per the Solid Waste Analysis protocol issued by Ministry of the Environment.	≥45%	60%	SWAP audit carried out in December 25.
Total kerbside waste to landfill per household per annum (Council kerbside waste).	<250kg	NA	Measured annually. Will be reported in the Annual Report.

Operational Context
<ul style="list-style-type: none"> Investigate alternate markets for recyclable material. Looking for opportunities to deliver better waste services to the District. Kerbside Education continues to try and reduce contamination at the kerbside.

Activity Summary
<ul style="list-style-type: none"> Continue to work in partnership with Waikato Regional Council and Bay of Plenty Regional Council for a waste strategy and Infrastructure Plan for the central North Island. A second Resource Recovery Centre has been set up in Prole Road, Ōmokoroa. This has meant the Katikati centre has been able to move into more specialised areas such as a tools and DIY materials that have been donated or recovered. They are also recovering resources through dismantling and sending on for further recovery processing, this includes e-waste and household appliances. In Te Puke, Colab have developed a proposal to create niche resource recovery services at the Te Puke Recycling Centre.

Financial Summary									
Solid Waste	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	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)	%
Solid Waste Revenue	5,250	4,866	384	8%	81%	6,521	6,488	33	1%
Solid Waste Expenses	4,266	4,443	177	4%	72%	5,759	5,923	165	3%
Solid Waste Surplus/(Deficit)	984	423	561	133%	174%	762	564	198	35%

Revenue is \$384k above budget year to date, mainly due to the Waste Minimisation Levy received quarterly. Forecast shows \$33k above budget at year end, with surplus income expected to move to the balance sheet.

Expenses are in line with the budget both year to date and at year end.

Key Takeaway
<ul style="list-style-type: none"> Community Resource recovery is progressing well. Kerbside education is being prioritised to drive down contamination rates. Working collaboratively to reach better outcomes.

Economic Development

Key measures	Target	Result (YTD)	Narrative
Percentage of key performance indicators achieved within the service delivery contracts	≥90%	NA	Measured annually.

Activity Summary

- The Regional Deal was signed on 14th May – a significant milestone that signals greater collaboration between local and central government to enable key infrastructure and drive economic growth for the sub-region.
- The January 21st landslide tragedies has had an impact on the local visitor economy. Tourism BOP is working with local organisations to address some of these challenges. Key assets including Mauao and Papamoa Hills Regional Park are currently closed. The Hauraki Rail Trail has also sustained significant damage.
- ECHO Walking Festival's cultural walk was recognised as one of best Easter events around Aotearoa, by NZ Herald.
- Flavours of Plenty sponsorship by Air NZ has brought in food bloggers and critics who attended multiple events across the Western Bay, further raising the profile of the event.
- The Te Puke Heritage Kiwifruit Capital of the World, based out of Capitol Theatre in Te Puke, is an exciting new development for the town.
- Priority One's Ara Rau – Youth to Employment programme continues its success. In the 3 years to June 2025 Ara Rau placed 159 young people into employment, training and education.

Operational Context

- The economic downturn continues to impact the local economy. The construction sector in particular is flat. The changing global market and impacts of the closure of Strait of Hormuz is likely to have a negative impact at the local level.
- Our service delivery contractors are continuing to work hard to support the local economy. The national focus on increasing tourism is something we are working to benefit from locally.
- Work on the Regional Deal is being supported by Priority One. A Regional Deal is seen as key to address some of the sub-region's infrastructure challenges and therefore support sustained economic growth over the longer term.

Financial Summary

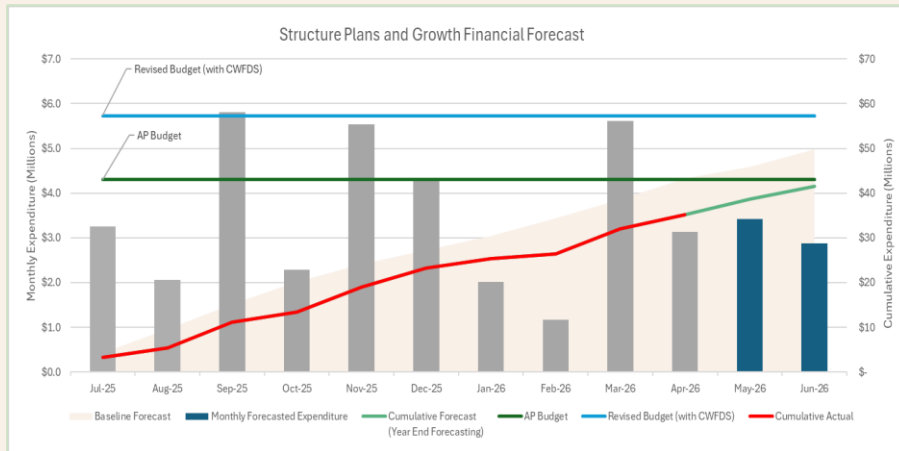
Economic	Actual YTD (\$000)	Revised Budget YTD (\$000)	Variance Budget YTD (\$000)	Actual v Budget YTD %	Actual YTD as a % of FY Budget	Forecast FY Actuals (\$000)	Revised FY Budget (\$000)	Variance Forecast v Budget FY (\$000)	%
Economic Revenue	1,025	1,003	22	2%	77%	1,386	1,337	29	2%
Economic Expenses	903	1,160	257	22%	74%	1,195	1,225	30	2%
Economic Surplus/(Deficit)	121	(157)	279	177%	108%	171	112	59	53%

Expenses are \$257k under budget but forecast to be on budget at year end due to the timing of payment of grants.

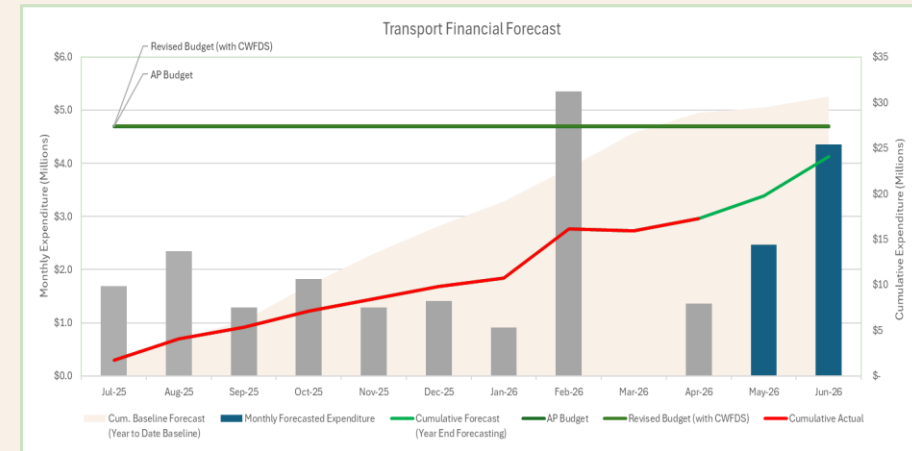
Key Takeaway

- The sector is collaborating more and is increasing its capacity to support local businesses and the local economy.

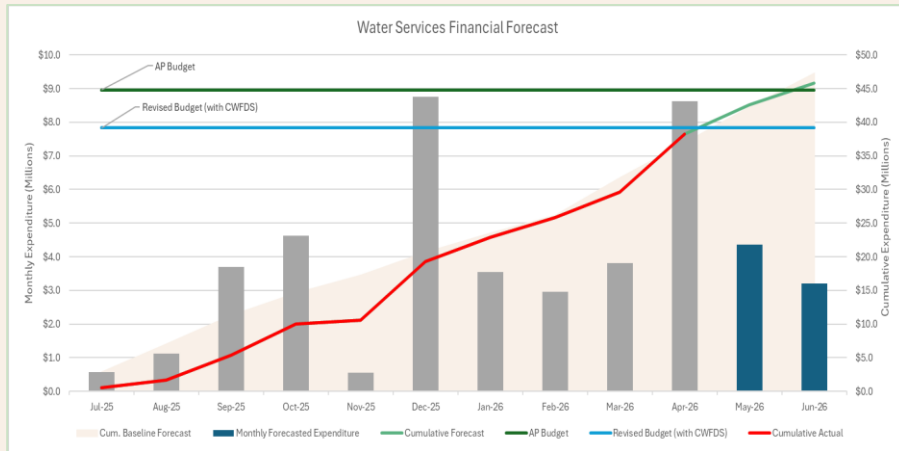
Growth (Structure Plans)



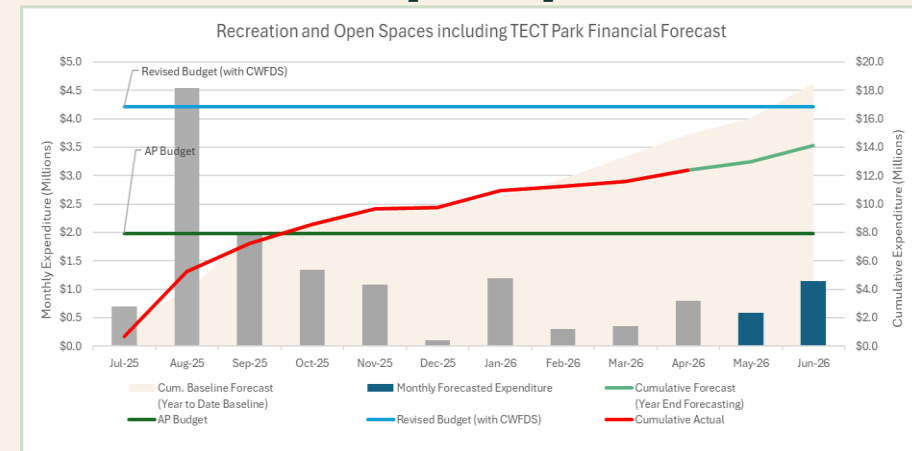
Transportation



Water Services (3 Waters)



Reserves and Open Spaces



ID	Task Name	Duration	Start	Finish	Half 2, 2026												Half 1, 2027												Half 2, 2027												Half 1, 2028												Half 2, 2028												Half 1, 2029											
					M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M																																					
1	Transportation Recovery Programme	718 days	Mon 1/06/26	Wed 28/02/29	[Gantt bar spanning from Mon 1/06/26 to Wed 28/02/29]																																																																							
2	Package 1 (High Priority)	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
80	Package 2 (Medium Priority)	235 days	Mon 19/10/26	Fri 10/09/27	[Gantt bar from Mon 19/10/26 to Fri 10/09/27]																																																																							
161	Package 3 (Lower Priority)	235 days	Mon 8/03/27	Fri 28/01/28	[Gantt bar from Mon 8/03/27 to Fri 28/01/28]																																																																							
228	Package 4 (Low Priority)	235 days	Mon 26/07/27	Fri 16/06/28	[Gantt bar from Mon 26/07/27 to Fri 16/06/28]																																																																							
285	Resillience Sites (Dependent on NZTA funding being made available from FY27/28)	435 days	Thu 1/07/27	Wed 28/02/29	[Gantt bar from Thu 1/07/27 to Wed 28/02/29]																																																																							
368	Te Puke Quarry Road Closure Sites (If decision was made to reopen road)	435 days	Mon 1/06/26	Fri 28/01/28	[Gantt bar from Mon 1/06/26 to Fri 28/01/28]																																																																							
440	Reserves Recovery Programme	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
441	Kaiate Falls	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
455	Waitekohekohe Reserve	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
469	Waters Recovery Programme	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
470	Stormwater Waterview Terrace	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							
484	Water - Dudley Vercoe, Te Puke	235 days	Mon 1/06/26	Fri 23/04/27	[Gantt bar from Mon 1/06/26 to Fri 23/04/27]																																																																							

Project: Recovery Programme.m Date: Fri 8/05/26	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			

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
<p>13.1 – Confidential Minutes of the Projects and Monitoring Committee Meeting held on 21 April 2026</p>	<p>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</p> <p>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</p>	<p>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</p>

	<p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	
<p>13.2 - Request for Approval to Commence Transportation Pavement Renewal Maintenance Contract Procurement</p>	<p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>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)</p>	<p>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</p>
<p>13.3 - Waihi Beach Dam Project Update</p>	<p>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</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations</p>	<p>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</p>

	(including commercial and industrial negotiations)	
13.4 - Waihi Beach Wastewater Treatment Plant Options Discussion	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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