



MINUTES

**Vision, Planning, Growth &
Environment Committee meeting
Monday, 14 October 2024 &
Thursday 17 October 2024**

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**MINUTES OF TAURANGA CITY COUNCIL
VISION, PLANNING, GROWTH & ENVIRONMENT COMMITTEE MEETING
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS,
REGIONAL HOUSE, 1 ELIZABETH STREET, TAURANGA
ON MONDAY, 14 OCTOBER 2024 AT 9.30AM**

MEMBERS PRESENT: Cr Marten Rozeboom (Chairperson), Cr Glen Crowther, Cr Hautapu Baker, Cr Rick Curach, Cr Steve Morris, Cr Kevin Schuler, Deputy Mayor Jen Scoular, Cr Rod Taylor, Mayor Mahé Drysdale

LEAVE OF ABSENCE: Cr Mikaere Sydney

IN ATTENDANCE: Marty Grenfell (Chief Executive), Christine Jones (General Manager: Strategy, Growth & Governance), Barbara Dempsey (General Manager: Community Services), Alastair McNeill (General Manager: Corporate Services), Paul Davidson (Chief Financial Officer), Gareth Wallis (General Manager: City Development & Partnerships), Sarah Omundsen (General Manager: Regulatory and Compliance), Nic Johansson (General Manager: Infrastructure), Andy Mead (Manager: City Planning & Growth), Carl Lucca (Team Leader: Structure Planning), Sarah Dove (Principal Strategic Transport Planner), Sam Fellows (Manager: City Partnerships), Dan Smith (Manager: Sustainability & Waste), Claudia Helberg (Team Leader: City Waters Planning), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvin (Governance Advisor), Aimee Aranas (Governance Advisor)

1 OPENING KARAKIA

A karakia was provided at the Council meeting held prior to this meeting.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Due to availability of staff, business Item 9.5 would be heard before Item 9.4.

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Vision, Planning, Growth & Environment Committee meeting held on 9 September 2024

COMMITTEE RESOLUTION VPG2/24/1

Moved: Cr Marten Rozeboom

Seconded: Cr Rick Curach

That the minutes of the Vision, Planning, Growth & Environment Committee meeting held on 9 September 2024 be confirmed as a true and correct record.

CARRIED

It was proposed that minutes include an "Actions" register/section that included all the actions captured in the meeting.

A request to hold a workshop to review the minutes with Councillors and Governance Services team this year.

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 BUSINESS

9.1 SmartGrowth Implementation and Funding Plan

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Andy Mead, Manager: City Planning & Growth
Carl Lucca, Team Leader: Structure Planning
Claudia Hellberg, Team Leader: City Waters Planning

Key Points

- The SmartGrowth Strategy Update was completed and adopted in June 2024. The next phase was to prepare and adopt an Implementation and Funding Plan. This identified actions that were predominantly across partner Councils.
- The Implementation and funding plan document was a live document and would be updated regularly.
- The Implementation and Funding plan document was based on the SmartGrowth Strategy that was adopted by Council. This was based on achieving and managing the growth that was identified over 30 years.
- It was noted that some actions were going to be difficult to achieve.
- There was uncertainty around whether the Upper Belk Road Catchment would progressed through Kainga Ora or local authorities.
- It was noted there was significant budget implications and this would be a matter that would progress through Long Term Plan processes.
- There was a need for additional operating budget for potential wastewater infrastructure and an additional wastewater treatment plant.

In response to questions

- Cameron Road Stage Two was included in the key actions for Central Corridor for SmartGrowth. In terms of Appendix 3, it was currently in red as there was no funding available.

- Stats NZ produced 30 year growth projections. After the 2018 census there would be new population projections produced by Stats NZ which TCC would look at for planning. TCC currently sit between medium but would be required to use high projections.
- It was noted that TCC tracks the actuals against the progress and had been tracking since 2004.
- SmartGrowth had some powers to make decision. Substantive and funding decisions were made through partner Councils. SmartGrowth was a partnership and generally worked together to achieve what was needed.
- TCC's current household occupancy was at 2.5, which was lower than other cities in New Zealand. It was anticipated that the number of people per dwelling would lower due to demographic changes.
- There was not sufficient infrastructure currently for Te Tumu to go ahead on a large scale development.
- There were pro's and con's to the Governments Policy Statement to enable development of the city. Though this was made possible at the cost of the developer, it can be difficult for Council in terms of debt to ratio.
- In response to a query, it was noted that infrastructure planning for significant upgrades can take up to 15 years. The 30 Year Infrastructure Strategy included funding required over \$100m.
- The detailed business case for Connecting Mount Maunganui was not supported by NZTA. Staff currently were not certain of the future for this project but were working alongside NZTA.

Discussion points raised

- One of the challenges Council was facing was not being in a position to fund the projects in the SmartGrowth Strategy.

Request from Councillors

- A link to website be sent to Councillors for the development trends of population projections report.

COMMITTEE RESOLUTION VPG2/24/2

Moved: Mayor Mahé Drysdale

Seconded: Cr Glen Crowther

That the Vision, Planning, Growth & Environment Committee:

- (a) Receives the report "SmartGrowth Implementation and Funding Plan".
- (b) Endorses the SmartGrowth Implementation and Funding Plan (including the 'Key Actions') for approval by the SmartGrowth Leadership Group on 15 October 2024.
- (c) Notes the funding constraints and other issues identified within this report, for ongoing consideration as part of future Council processes and decision making.

CARRIED

9.2 Waste Infrastructure Programme Business Case development

Staff Nic Johansson, General Manager: Infrastructure
Dan Smith, Manager: Sustainability & Waste
Sam Fellows, Manager: City Partnerships

Key Points

- Staff were working on options for TCC's aging waste infrastructure. It was important to increase the diversion rates as Council was currently sitting at 30%. It was noted that the cost of waste was increasing.

- A further option which would be finalised in the Business Case would be presented to Council in December 2024. This sought approval to work with EnviroNZ or a private sector to reach an investment level needed.
- It was noted this was a change of approach given the direction provided by Central Government which suggested Council look at public/private partnerships. This would be clear in terms of the waste minimisation funding applications and emission reducing plan which was recently consulted on.
- The Chair noted that this was an exploratory process for development of a strategy to be included in the Business Case. The decision to be made at this meeting was to indicate whether staff could continue on the options and a fuller report would go to Council in December 2024.

In response to questions

- Clarification was sought for paragraph 6 and it was confirmed that it should read “land purchases.”
- The possibility to incinerate the landfill could be an option through the business case preparation. There were currently different views in the sector about whether this should be considered and other cities engaged in public consultation on this matter.
- The business case was an internal process but there were external consultants assisting.
- As an existing contractor, EnviroNZ was a part of a development agreement for Te Maunga Wastewater Treatment Plant and it was agreed by the parties that the contract would go on hold while Council explored other options.
- Decision to depart from private contracting had significant savings for users.
- A subregional waste infrastructure analysis was developed which highlighted the need for more transfer stations with easy access for public, in particular an organic processing facility which Council was supposed to provide land for and EnviroNZ would provide the facilities.
- Revenue received was by kerbside glass recycling. It was noted that anything diverted from land fill could be repurposed or reused. Currently, once waste was picked up from kerbside, it was no longer owned by Council. A joint venture would provide Council with an opportunity to gain revenue from the diverted waste. Currently all of what was diverted to EnviroNZ was on sold. Council did not receive any of what was sold, EnviroNZ do.
- Staff provided an outline to the contracts and leases held with Council for the waste management activity.
- The disposal contract had a level of on-going relationships but primarily, the contractor who held the disposal contract was where the waste went. Council paid a per tonne charge for waste.
- Concern was raised that the Waste Infrastructure document did not include all of the aims and specifically accessibility. Staff noted there were discussions and it was covered in the “Strategic alignment.”
- It was noted that there was a programme in place that worked to reduce the tonnage of waste that goes to land fill.
- It was nationally required that there was a standardised kerbside collection. It was noted that Council had improved the kerbside waste collection since the beginning of the programme.
- Staff noted that there had been no advances to any of the transfer stations since they were installed. Technology enhancements and costings were being included in the business case.
- It was confirmed that there had been a significant increase in the waste levy which resulted in illegal dumping. Staff were working closely with charity shops who had advised that they were receiving increased waste dumping outside of shops.

Discussion points raised

- It was noted that it was critical for Council not to lock into contracts that did not benefit Council long term.
- In response to a query whether there was concern about there being one contractor providing all the services as opposed to engaging other contractors, it was noted that EnviroNZ had been tendered for all the different contracts and had happened to be the best contractor for each

- one. There was an 18 year contract with EnviroNZ to which Council was locked in.
- It was noted that the current investment was to upgrade the Te Maunga waste site which had not been upgrade since 1995. There was an on-going relationship with the local hapu, Nga Potiki.

Request from Councillors

- To provide costings of the development of the Business Case. Including costs for external consultants.
- To provide the projections of waste contractor cost and actuals.
- To provide the Subregional waste infrastructure analysis.

COMMITTEE RESOLUTION VPG2/24/3

Moved: Cr Marten Rozeboom

Seconded: Cr Rod Taylor

That the Vision, Planning, Growth & Environment Committee:

- (a) Receives the "Waste Infrastructure Programme Business Case development" report.
- (b) Notes that the development of a Business Case for the Waste Infrastructure Programme will consider all options, including exploring a PPP/JV and other options, will be presented to Council on the 9th December 2024.
- (c) Approves staff to enter non-binding discussions with EnviroNZ to explore a partnership (PPP/JV), ensuring transparency and accountability throughout the process.

CARRIED

The meeting adjourned at 11:12am.

The meeting convened at 11:24am.

9.3 Takitimu North Link Toll Proposal Submission

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Sarah Dove, Principal Strategic Transport Planner

Key Points

- The Chair noted that there had been an updated Submission that was circulated to the Councillors and also an Official Information Request from TCC to New Zealand Transport Agency (NZTA).
- Staff sought some informal feedback from Elected Members for the submission due to the short timeframe.
- The additional information sought from NZTA were traffic volumes, diversion through Bethlehem as a result of the toll, maintenance cost and toll revenue.
- Council staff were open to tolling, particularly where infrastructure investment were enabled to come forward.
- Staff recognised the challenges of infrastructure funding and the importance of tolling.
- There were concerns noted in the proposal about tolling and how many tolls there already were in Tauranga versus the rest of Aotearoa. The maintenance cost were low at \$100k per year versus the projected revenue received from tolling estimated by NZTA which begins at \$12m when the road opens and increased to \$20m by 2050. The net revenue would pay for the construction of Takitimu North Link (TNL) Stage two.
- Concern expressed around whether TNL stage two would be delivered with the re-prioritisation of transport projects after the 3 year Central Government Elections and the TNL was not funding for construction under the current National Land Transport Programme.

- Concern was expressed around the proposed level of tolling and staff highlighted the peak hour charge almost being double. The assessment completed by NZTA estimated that this charge would divert vehicles back on to the existing highway and this would effectively continue to operate as it was. This could then create additional maintenance on the road, which NZTA had indicated they were going to give back to TCC.
- The submission stated that TCC would not be in favour of the road being given back to TCC based on the tolling proposal.
- Staff noted that they would like more engagement with NZTA and further analysis to occur with an aim to determine whether a lower toll would be more favourable in terms of a broader network operation.
- The submission also included an item for further discussion with NZTA around capping of tolling prices. Staff believed this would help keep heavy vehicles on the TNL and not the existing highway.
- It was noted that the logic behind higher toll prices for peak hour was to encourage use of public transport. Due to the limited public transport for the area, this was not viable. Public transport shifts was not proposed for this area as part of the package at this point.

In response to questions

- Staff was provided with a substantial report by NZTA that wasn't available during consultation and understood it was based on modelling concepts which was sufficient to how council would approach a project like this. It was noted that staff hadn't had sufficient time to go into the detail of the substantial report with the modellers but would like to do this.
- It was noted that the lower toll was preferred but there was no confirmed number for the lower toll.
- In response to a query whether there was any tolling consultation throughout Aotearoa, staff noted that the Minister of Transport and NZTA were keen on tolling especially new projects where available. The only tolling consultation underway that staff were aware of was on a new highway connection between Manawatu and Hawkes Bay and results stated that the community were strongly opposed. It was also noted that the current model of funding transport was unsustainable with the changing environment with the addition of more sustainable vehicles.
- The position of Council was to progress all types of funding and staff were pushing at all levels about the lack of transport funding. In section 3 of the submission, it stated that there were broader discussions on road pricing underway, particularly in metro areas.
- NZTA was reluctant to have two parallel highways adjacent to each other, hence the level of toll and the early indications to return State Highway 2 back to Council.
- In response to a question raised on whether NZTA would revoke Bethlehem through to 15 Ave, staff noted that it would be unusual for NZTA to own a small section of state highway between local roads and the road fed both local roads and the state highway.
- Staff noted that the information provided eluded to nothing in regards to any managed lanes or bus lanes however the GPS signalled towards a four lane highway.
- Council would need evidence of origin and destination in order to start a rotation of toll roads so essentially only having two toll roads operating per day. Staff also noted that the technology used for toll roads may not be able to perform this function but this could be included in the submission.

Discussion points raised

- Councillor Morris raised a point around the double standard applied to Tauranga around road tolls and provided examples of new highways across the country that had not incurred tolls.
- Support expressed for the submission and that any money collected in Tauranga needed to be invested back into Tauranga.
- Thanked staff for the work done on the submission.
- It was requested that the submission included a statement that the Government was not supporting its own strategy around Connected centres.

Request from Councillors

- The smartlink webpage link be provided to Councillors

An amendment was proposed to be added to the motion

- (c) Includes in the submission a statement about the Government's strategy on Connected Centres

As Mover, Cr Morris accepted the wording changes proposed in the amendment.

As Seconder, Mayor Drysdale did not support the amendment and noted the submission was for tolls.

The amendment was not included in the original motion.

COMMITTEE RESOLUTION VPG2/24/4

Moved: Cr Steve Morris

Seconded: Mayor Mahé Drysdale

That the Vision, Planning, Growth & Environment Committee:

- (a) Receives the report "Takitimu North Link Toll Proposal Submission"
- (b) Approves the Takitimu North Link Tolling submission as tabled at the meeting.

CARRIED

Attachments

- 1 Tabled - Tauriko North Link Toll Proposal submission to NZTA - updated at Vision, Planning, Growth & Environment committee 2024-10-14

The meeting adjourned for lunch at 12:10pm.

The meeting reconvened at 12:45pm.

9.5 City Plan Work Programme Overview - Workshop Session

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Andy Mead, Manager: City Planning & Growth
Carl Lucca, Team Leader: Structure Planning
Janine Speedy, Team Leader: City Planning

Refer to the Powerpoint Presentation

Key Points

- Staff provided an overview of Councils current City Plan work programme, Commercial Centres strategy, Plan Change 38, and Mount Industrial Area.
- The Tauranga City Plan was the overall rule book for development, building and undertaking various land uses across the city and meets the functions set out in the Resource Management Act.
- Council was required to have a District Plan which staff monitor and review over time.
- To update the City Plan, Councils could undertake a full review or in part by doing Plan Changes. Directions to update the plans could come from Central Government like the recent medium density which Council undertook in 2023 for Plan Change 33.

- Council had not progressed with a full plan review instead wrote to the Minister of Environment and let him know TCC would focus on priority plan changes and because TCC's plan for review of the City Plan aligned with the Government was focusing. It was noted that technically, TCC had an issue with non-compliance.

Plan Change 27

- There were currently two appeals before the Environment Court for Plan Change 27 – Flooding from intense rainfall. The concerns of the two appellants was mainly around the rain fall data. Council had completed a lot of work over the past two years to test the rain fall data was relevant and accurate. The experts now agreed on the rain fall data.
- Staff had undertaken informal mediation with planners around the provision and rules framework and agreed to minor work changes but the overall plan has remained the same.
- Staff noted some they were working through some minor issues with appellants and noted this was taking some time. Staff would provide an update on these appeals once available.
- Staff noted this was notified in November 2020. The Council decisions on Plan Change 27 were release in 2022.

Variation 1 – Tauriko West Urban Growth Area

- The hearing was scheduled for 4 – 6 December 2024 and staff were currently preparing the planners report for this hearing.

Plan Change 34 - Upper Belk Road & Plan Change 35 - Tauriko Business Estate Stage 4

- Staff noted Council had recently made a decision to accept the recommendations of the hearings panel and no appeals had been received at this point with appeals closing in two weeks.

Plan Change 39 - Upper Ohauti

- A hearing was scheduled for November 2024.
- Key issues were the traffic effects.

Plan Change 31 – Te Tumu Urban Growth Area

- Staff noted they had been working on this plan change for many years. This was interdependent on other issues, particularly access through TK14. A report would be presented before the end of 2024.
- These issues would need to be resolved before the Plan Change could be notified and staff anticipated notification to happen early 2026.

Plan Change 36 – Kennan Road Urban Growth Area

- Staff noted this was a large scale greenfield rezoning process and were currently in early structure planning phase.
- A further workshop would be held focusing on this plan change before further consultation with the community.

Key Points continued

- The upcoming implementation of Central Governments “Going for Growth” plan which was waiting on changes to the RMA and MPS development. Potential for Plan Change 34 and 36 to be dragged into this plan with possible changes to intensification.
- TCC did not currently have a Commercial Centres Strategy and this was part of the SmartGrowth Funding and Implementation Plan as a key action.
- It was noted that staff would work closely with Western Bay of Plenty District Council on this process as they also did not have a Commercial Centres Strategy.
- The Strategy was a forward looking view of the commercial centres and to provide the strategic direction for the next 30-50 years.
- The focus of this strategy was to provide a clear direction of the main centres in the sub-region.

- Staff noted the project planning was currently underway and would be largely delivered internally between the two councils. The estimated \$150,000 was for external costs.
- Council looked to go through the special consultative process under the Local Government Act as this was believed to give more weight as part of the RMA process.

Plan Change 38 – Business Land Framework

- Business Land Framework included all business zoned land.
- There was a lack of strategic direction for a commercial hierarchy to support smaller scale centres across the city and staff were seeing a conflict of land users.
- Staff worked to align the City Plan with the National Planning Standard commercial and industrial zones and saw this as an opportunity to address potential gaps in the existing Tauranga City Plan.
- There was currently \$900,000 opex budget set aside for technical reports, legal review and hearings cost. This does not include Environment Court appeal costs.
- Engagement for the plan change had commenced with land owners, local iwi and hapu and early 2025 was scheduled for wider community engagement.

Mount Industrial Planning Study

- This planning study started in 2022 and was completed in 2024. This included the area from Mount North through to Arataki and included the Mount Industrial area.
- This was a vision for 30 years and 10 year action plan.
- Staff spoke to the key issues identified and these included air quality, climate change impacts and the importance of the area to mana whenua.
- TCC roles were to manage the land use zoning and consenting of land use activities.
- Businesses who had existing user rights retained these rights under the RMA which was different from discharge to air, land and water where consents were limited.
- Staff spoke to the next steps and progressing these as per the presentation included in the agenda.

In response to questions

- The cost provided only included the external costs and were provided based on the scoping work completed in 2020.
- Development Contributions could only effectively recover the capital costs and not the early planning work.
- Private Plan Change costs were recoverable from the applicant.
- There were instances where Council had shared cost by 50% with partnership with the large land owners and developers.
- It was noted that the previous Council made a decision to share cost for Tauriko Business Estate Private Plan Change.
- There was provision for small scale commercial activities in Plan Change 39.

Attachments

- 1 Attachment for Item 9.5 - City Plan Work Programme Overview

The meeting adjourned at 5pm on Monday 14 October 2024.

The meeting reconvened on Thursday 17 October 2024 at 8am at Ground floor meeting rooms, 306 Cameron Road, Tauranga

MEMBERS PRESENT: Cr Marten Rozeboom (Chairperson), Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Kevin Schuler, Deputy Mayor Jen Scoular, Cr Rod Taylor, Mayor Mahé Drysdale.

APOLOGIES: Cr Hautapu Baker (lateness)

LEAVE OF ABSENCE: Cr Mikaere Sydney

IN ATTENDANCE: Christine Jones (General Manager: Strategy, Growth & Governance), Paul Davidson (Chief Financial Officer), Andy Mead (Manager: City Planning & Growth), Carl Lucca (Team Leader: Structure Planning), Ben Corbett (Team Leader: Growth Funding), Frazer Smith (Manager: Strategic Finance & Growth), Kathryn Sharplin (Manager: Finance), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvin (Governance Advisor)

9.4 Growth Funding and Growth Capex Workshop Session

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Andy Mead, Manager: City Planning & Growth

PowerPoint Presentation included in the open agenda.

Key Points

- Staff spoke to the presentation.
- The underlying principle had always been growth pays for growth.
- Funding refers to who pays for the infrastructure, tax payers, rate payers, and people who use it and pay fees or tolls. Financing was debt.
- Central Government gave 10 years interest free debt for projects which fell under the housing infrastructure fund (HIF). It was noted that this had been a one-off opportunity.
- The funding stack for Tauriko West included partners from NZTA (\$86.9m), IFF (\$10.9m), Infrastructure Acceleration Fund (\$80.0m), Developers (\$60.8m) and the Tauriko Business estate (TBE) Development Contributions (DCs) (\$19.4m) totalled at \$258m. The TBE Development Contributions sat on the balance sheet. There were milestones and conditions that needed to be met and staff noted that under the current pathway, there was no reason why these conditions wouldn't be met.
- The total growth capex in the Long Term Plan (LTP) was approximately \$800m. The total non-growth capex was \$4.1b. The projected development contributions (DCs) revenue was \$356m. There were Council projects that were not included in the final LTP.
- It was noted that historically TCC's DCs were relatively high but not as high as Auckland and Hamilton. TCC was unable to use traditional DC funding approach in areas like Tauriko West due to lack of debt capacity, if TCC did, we would be at a closer level to Hamilton City Council.
- DC's cannot be used for operational costs, renewals or improvements. Council's DC's were tailored to demand by having different charges for different types of development.

- Water reforms were a key consideration when TCC considered whether Council retains the current DC charge approach or moves toward more charging at resource consent stage.
- It was difficult to determine whether land developers had the financial capacity to pay the additional DC charge.
- Council undertook our own feasibility work which suggested significant greenfield areas were currently finely balanced.
- TCC was the only Council able to estimate its DC backlog.
- Council was reducing risk of under-collection by moving from DC's to Developer Agreements.
- Staff noted there was currently an under collection of \$76m to date with approximately half transferred to debt. This was subject to an assessment of charges to growth consumptions. The current approach for under collection was to transfer major balances to rates funded debt over 10 years.

The meeting adjourned at 10:01am.

The meeting reconvened at 10:07am.

- There were two categories to opex, planning budgets for growth infrastructure and opex costs associated with growth.

In response to questions

- The HIF was still on the balance sheet. The IFF was not off-balance sheet.
- All assets that make up the additional debt were required because of Papamoa and Wairakei. If Council did not deliver, the process would be constrained. This predominantly related to the waste water network.
- In response to a question, staff confirmed that the growth related Opex was included in Council rates.
- Council worked on overall approach to infrastructure, it was the small community existing network that deemed harder to determine whether it was capable of handling growth.

Request from Councillors

- To provide the on-balance sheet from the Tauriko West funding stack

Mayor Drysdale left at 9:59am

Request from Councillors:

- Request from Cr Scoular on slide 8 – Tauriko West funding stack
- Latest version of LTP debt slide 10.
- Report back on Charging of DC's
- Growth related opex

10 DISCUSSION OF LATE ITEMS

Nil

11 CLOSING KARAKIA

No closing karakia was provided.

The meeting closed at 10:20am.

The minutes of this meeting were confirmed as a true and correct record at the Vision, Planning, Growth & Environment Committee meeting held on 11 November 2024.

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Cr Marten Rozeboom
CHAIRPERSON