

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Te Kaunihera o Pōneke | Council

Rārangi Take | Agenda

9:30 am Rāapa, 30 Paengawhāwhā 2025

9:30 am Wednesday, 30 April 2025

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Councillor Abdurahman
Councillor Apanowicz
Councillor Brown
Councillor Calvert
Councillor Chung
Deputy Mayor Foon
Councillor Free
Councillor Matthews
Councillor McNulty
Councillor O'Neill
Councillor Pannett
Councillor Randle
Councillor Rogers
Mayor Whanau
Councillor Wi Neera
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

**Unuhia, unuhia, unuhia ki te uru tapu nui
Kia wātea, kia māmā, te ngākau, te tinana,
te wairua
I te ara takatū
Koia rā e Rongo, whakairia ake ki runga
Kia wātea, kia wātea
Āe rā, kua wātea!**

Draw on, draw on
Draw on the supreme sacredness
To clear, to free the heart, the body
and the spirit of mankind
Oh Rongo, above (symbol of peace)
Let this all be done in unity

1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future hui of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

1.3 Announcements by the Mayor

1.4 Conflict of Interest Declarations

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

1.5 Confirmation of Minutes

The minutes of the meeting held on 18 March 2025 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

1.6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

The Chairperson shall state to the hui.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

Minor Matters relating to the General Business of the Wellington City Council

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Wellington City Council for further discussion.

1.7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

AIRPORT SOUTHERN SEAWALL RENEWAL PROJECT - RESERVES ACT 1977 APPROVALS UNDER FAST-TRACK APPROVALS ACT 2024

Kōrero taunaki | Summary of considerations

Purpose

1. This report is seeking Council’s written agreement for the use of two local purpose (esplanade) reserves (the reserves), to facilitate the Wellington International Airport Limited’s Southern Seawall Renewal Project (the Project).
2. Written agreement will enable Reserve Act 1977 approvals (lease, licence and/or easement) to be considered and approved (or declined) by an expert panel, appointed under the Fast-track Approvals Act 2024 (FTAA).

Strategic alignment

3. The most relevant community outcomes, strategic approaches, and priorities for this paper include *Economic Wellbeing - An innovative business friendly city*, *Environmental Wellbeing - A city restoring and protecting nature*, *Embedding climate action*, and *Collaborate with our communities to mitigate and adapt to climate change*.

Relevant previous decisions

4. The privatisation of the Airport in 1990 resulted in several subdivision consents to rationalise the property boundaries of the Airport. This included the creation of two lots around the Southern Seawall to be vested in Wellington City Council (Council) as Local Purpose (Esplanade) Reserve, being the reserves that are the subject of this report.
5. A consent notice was registered against the lots that transferred to Wellington International Airport Limited (WIAL), imposing an ongoing obligation for WIAL to maintain and replace the Southern Seawall (if needed), in order to protect the land from erosion and inundation by the sea.

Significance

6. The decision is **rated low significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy.
7. There is no specific legal requirement for Council to consult for this decision.

Financial considerations

<input checked="" type="checkbox"/> Nil	<input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan	<input type="checkbox"/> Unbudgeted \$X
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Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

Author	Kate Brown, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Agree to provide written agreement for Wellington International Airport Limited to use parts of two local purpose (esplanade) reserves at Moa Point being Part Lot 3 Deposited Plan 78304 [RT WN45A/75] and Lot 4 Deposited Plan 78304 [RT WN45A/76] for the Southern Seawall Renewal Project.
3. Delegate to the Chief Executive the power to carry out all steps to effect a lease, licence and/or easement under the Fast-track Approvals Act 2024, subject to a lease, licence and/or easement being granted by the expert panel appointed under the Fast-track Approvals Act 2024.
4. Note that agreeing to provide written agreement does not constitute the granting of any statutory approvals, and any necessary approvals required under the Reserves Act 1977 associated with the Southern Seawall Renewal Project will be assessed and considered by an expert panel under the Fast-track Approvals Act 2024.
5. Note that Council will have the opportunity to provide comment and recommend conditions that could be imposed for any Reserves Act 1977 approvals through the consultation processes set out in the Fast-track Approvals Act 2024.

Whakarāpopoto | Executive Summary

8. WIAL is planning to renew the Southern Seawall and remediate the eroding Eastern Embankment at Moa Point.
9. To facilitate the Project, WIAL is seeking a lease and a licence and/or easement for the use of parts of two local purpose (esplanade) reserves (reserve areas). The use of the reserve areas would be for construction activities including a construction yard, seawall construction, construction access and site restoration activities, and for ongoing access for seawall maintenance purposes.
10. The Southern Seawall and Eastern Embankment are an important part of mitigating coastal hazards in relation to asset protection. These assets include Council's reserves, roading and pipes, and WIAL's runway and equipment. WIAL's planned renewal and remediation work supports the continued protection of the various Council assets, including the reserves themselves, in the area, with WIAL responsible for all costs associated with the Project.
11. The Project has been listed in Schedule 2 of the FTAA, which means that WIAL is able to lodge a substantive application with the Environmental Protection Agency (EPA) for approvals under the FTAA.

12. The FTAA provides a pathway for Reserves Act 1977 approvals (such as leases, licences and easements) to be processed under the FTAA for council owned/administered reserves.
13. For this FTAA pathway to be enabled, Council must agree to the proposed activity to be undertaken on the reserves. The FTAA requires Council to not unreasonably withhold its agreement to the proposed activity being undertaken on reserves; and in deciding whether to give its agreement, Council must take into account the purpose of the FTAA and any relevant matters under the Reserves Act 1977.
14. The reserve areas are located on land that was created through reclamation for the airport or land that is highly modified through activities associated with the airport.
15. Parts of the reserve areas provide protection of natural values associated with coastal margins, and public access to and along the coast.
16. The natural values present, associated with the coastal edge, include lizards, birds and kororā. Protection of these values would require careful management prior and during the use of the reserves for the Project. WIAL would need to relocate any protected species present prior to any construction, manage incursion during construction, and then enhance natural values after construction is completed through reinstatement, including landscaping and planting to create habitat for lizards, birds and kororā.
17. There are recreation tracks which provide access to and along the coast that would be impacted by the proposal during the construction period. Recreation tracks would be reinstated and enhanced once construction is complete.
18. Te Kaunihera o Pōneke | Council is being asked to provide the requested written approval, as the WCC Terms of Reference and Delegations does not delegate any decision-making relating to Council's written agreement for Reserves Act 1977 approvals under the FTAA. This is because the WCC Terms of Reference and Delegations, adopted on 22 November 2022, pre-dates the FTAA legislation.

Takenga mai | Background

19. The Southern Seawall is located near the southern end of the Airport's runway at Lyall Bay and has reached the end of its functional life.
20. Council owns and administers two local purpose (esplanade) reserves that include parts of the seawall and areas adjacent to the seawall.
21. Part Lot 3 Deposited Plan 78304 is Local Purpose (Esplanade) Reserve (Part Lot 3), owned and managed by Council under the Reserves Act 1977. This reserve is located between Moa Point Road and Mean High Water Springs (average highest level that spring tides reach) on the seaward side. The landward portion (above Mean High Water Springs) of the Southern Seawall and the breakwater that extends into Lyall Bay are located within this reserve.
22. Lot 4 Deposited Plan 78304 is Local Purpose (Esplanade) Reserve (Lot 4), owned and administered by Council under the Reserves Act 1977. The portion of the reserve being considered in this report, is located on the eastern side of the Southern Seawall, between Moa Point Road and the historic high water mark. An area of reclamation on the seaward side of the historic high water mark is Crown land and not part of Council's reserve.
23. The areas of Part Lot 3 and Lot 4 that the Project would like use of are shaded blue in Figure 1.

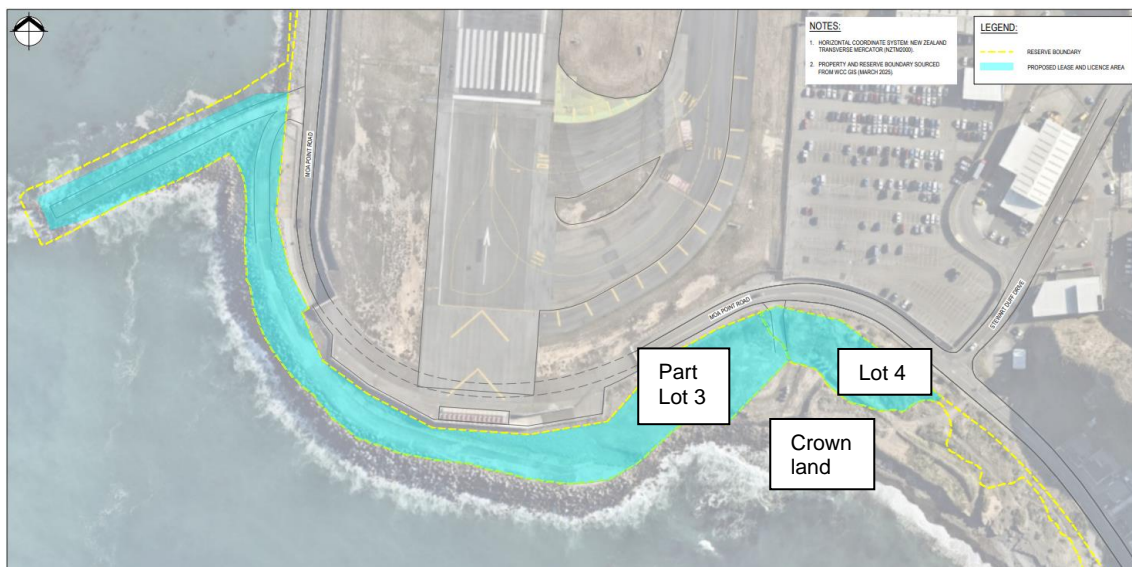


Figure 1 – Plan showing reserve boundaries (yellow) and reserve areas (blue) that the Southern Seawall Renewal Project would use during construction, reinstatement and ongoing seawall maintenance.

24. The current configuration of land, including the reserve areas in this location, is a result of reclamation undertaken in the 1970s to extend the airport runway. Both reserves were created as part of land rationalisation when the Airport was privatised in 1990.
25. A consent notice was registered against land that transferred to WIAL as part of the 1990 land rationalisation, imposing an ongoing obligation for WIAL to maintain and replace the Southern Seawall (if needed) to protect the land from erosion and inundation by the sea.
26. From time to time, WIAL has used the reserves for temporary access to carry out inspections and maintenance on the seawall.
27. The Project seeks to upgrade and extend the existing seawall by re-grading the existing seawall protections to a gentler slope and protecting this slope with rock armour; and to remediate the eroding Eastern Embankment through rock protection placement.
28. The existing Southern Seawall, the eroding Eastern Embankment and Moa Point Beach, and the modified dunes can be seen in Figure 2 below.



Figure 2 – Image showing general layout of existing site components, being the Southern Seawall, eroding Eastern Embankment and modified dunes.

29. The proposed lease would be for exclusive use of the reserve areas during construction activities (including enabling works) for a possible duration of approximately five years. Exclusive use would be required for health and safety reasons.
30. The proposed licence and/or easement (non-exclusive use) would be to undertake any necessary site restoration maintenance and monitoring activities, and for ongoing access to inspect and maintain the Southern Seawall and Eastern Embankment. Ongoing access for inspections and maintenance of the seawall would be required for the expected design life of the seawall, being approximately 50 years.
31. The key project elements proposed to be located within the reserve areas and adjacent to the reserve areas (refer to Figure 3) include:
 - the upper portion of the renewed seawall; and
 - a portion of Eastern Embankment remediation; and
 - part of a Moa Point Construction Yard for storage and construction activities during the Project; and
 - reinstatement of the reserves and wider area, including planting, the establishment of a kororā colony and recreation tracks.

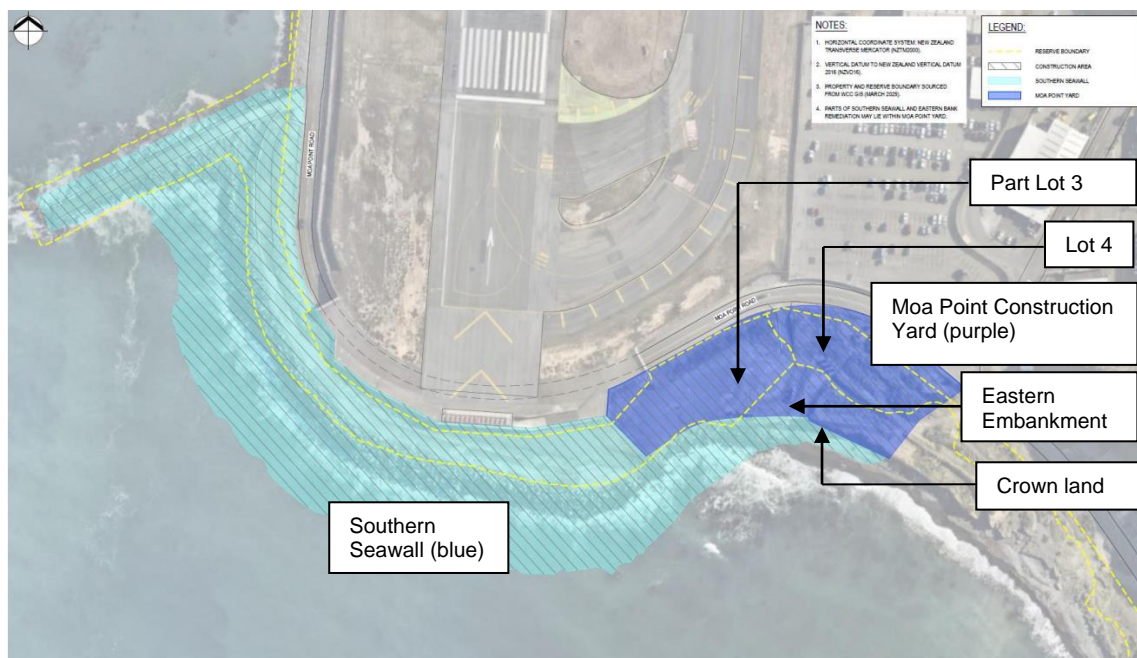


Figure 3 – General layout of proposed Southern Seawall construction area (blue), the proposed Moa Point Construction Yard (purple), the reserve boundaries (yellow dashed lines), the Crown land and the two reserve lots.

32. WIAL is proposing to lodge a substantive application with the EPA in relation to the Project under the FTAA in June 2025.
33. The purpose of the FTAA is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.
34. Infrastructure and development projects may require various approvals under different acts, including the Reserves Act 1977. The FTAA enables the streamlining of the various approvals, providing a 'one-stop-shop' to help provide integrated decision-making.
35. The FTAA enables an expert panel to consider and provide Reserves Act 1977 approvals.
36. WIAL has requested Council's written agreement for the use of the reserves for the Project, in order for a Reserves Act 1977 approvals application to be considered and approved (or declined) by the expert panel under the FTAA.
37. The expert panel must decline the Reserves Act 1977 approvals application if a reserve is owned or managed by a local authority and the expert panel is not satisfied that the local authority has provided written agreement for the activity to be undertaken on the reserve.
38. The FTAA requires that Council must not unreasonably withhold its agreement to the proposed activity being undertaken on reserves; and in deciding whether to give its agreement, the Council must take into account the purpose of the FTAA and any relevant matters under the Reserves Act 1977.

Kōrerorero | Discussion

39. The Airport operates on the Miramar Peninsula and is bounded by Lyall Bay to the west and south. It's orientation towards the Southern Ocean means the Airport, and more specifically, the Southern Seawall, is exposed to large southerly swells, particularly during winter.
40. To protect the Airport runway and flight operations, wave protection seawalls and a breakwater were constructed in the 1950s, with various extensions, modifications and maintenance works undertaken since.
41. The Southern Seawall has reached the end of its design life and is under-designed by today's standards, particularly taking into account the increased severity and frequency of storm events due to changes in climate patterns.
42. The Southern Seawall therefore requires upgrading to ensure the ongoing protection and safeguarding the long-term operation of the Airport against natural hazards, increase the Airport's resilience to climate change, reduce the increasing maintenance demands of the existing seawall, and protect the reserves, Moa Point Road and 3-waters assets from coastal erosion.
43. The Project elements that are proposed to be located within the reserve areas, under the proposed lease and licence and/or easement, include some of the Southern Seawall itself, the establishment of the Moa Point Construction Yard and the remediation of the Eastern Embankment.
44. The Moa Point Construction Yard would serve as the main operational hub during the seawall construction, and its location directly adjacent to the seawall working face would ensure ready access to rocks and armour units, as well as plant and equipment once the seawall works commence. The Eastern Embankment remediation involves protecting approximately 80m of embankment with rock to reduce erosion immediately east of the Southern Seawall. The area immediately adjacent to the seawall would remain as hard stand to allow for future access and seawall maintenance purposes.

Relevant matters under the Reserves Act 1977

45. S61 of the Reserves Act 1977 enables Council to grant a lease, a licence or other authorisation to undertake the proposed activities on the reserves.
46. S48 of the Reserves Act 1977 enables Council to grant an easement over any part of the reserves for any public purpose.
47. S23 of the Reserves Act 1977 requires that having regard to the specific local purpose for which a reserve has been classified (such as esplanade), every local purpose reserve shall be so administered and maintained under the appropriate provisions of the Reserves Act 1977 that:
 - a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve:
 - b) provided that nothing in this paragraph shall authorise the doing of anything with respect to fauna that would contravene any provision of the Wildlife Act 1953 or any regulations or Proclamation or notification under that Act, or the doing of anything with respect to archaeological features in any reserve that would contravene any provision of the Heritage New Zealand Pouhere Taonga Act 2014:

- c) provided also that nothing in this paragraph shall authorise the doing of anything with respect to any local purpose reserve for esplanade purposes created under Part 10 of the Resource Management Act 1991, that would impede the right of the public freely to pass and repass over the reserve on foot, unless the administering body determines that access should be prohibited or restricted to preserve the stability of the land or the biological values of the reserve:
 - d) to the extent compatible with the principal or primary purpose of the reserve, its value as a soil, water, and forest conservation area shall be maintained.
- 48. The management framework in the South Coast Management Plan 2002 (SCMP), prepared under the Reserves Act 1977, helps identify values and management provisions for the reserves.
- 49. A key function identified for Part Lot 3 is to provide erosion protection, predominantly for the coastal road and airport. Under the SCMP, equipment for the operation of the airport is permitted in this area, as are operations to maintain the seawalls in this high impact coastal environment.
- 50. Whilst the SCMP anticipates the use of Part Lot 3 for activities associated with seawall maintenance, and includes seawall maintenance as a permitted activity, a lease, licence or easement is required for maintenance activities that are more than temporary.
- 51. The SCMP describes the whole of Lot 4 as having a strong natural coast character with a coastal trail providing access through the area and that new structures will not be encouraged.
- 52. The portion of Lot 4 proposed to be used for the Project is comprised of modified dune landforms associated with reclamation. The modified dunes contain mainly exotic grass species with isolated patches of native vegetation. There are natural values present, and these would require careful management, including relocating wildlife, excluding wildlife from re-entering during construction, and then restoring and enhancing the site after construction is completed with coastal planting and habitat creation. Reinstatement post-construction would improve the natural values of the site.
- 53. The coastline around Moa Point provides good nesting sites for kororā. This includes the Lyall Bay breakwater, around the Southern Seawall itself and the area of earth mounds proposed to be used as part of the Moa Point Construction Yard. At least 50 kororā are thought to live in areas that will be affected by the construction, and WIAL proposes to implement mechanisms to protect kororā and enhance their habitat.
- 54. The project area also provides habitat for banded dotterels (classified as 'Threatened') and the wider Moa Point area supports roosting and/or feeding opportunities for a range of 'Threatened' or 'At Risk' native bird species that visit the area.
- 55. Several species of native lizards are likely to live within the project area.
- 56. WIAL is exploring options for establishing an initial new kororā colony prior to the removal of existing habitat within the construction areas. If a suitable site is identified, the intention is that the site would be landscaped, planted, and equipped with burrows under the guidance of a suitably qualified kororā expert, and suitably protected from dogs and disturbance by people. Any kororā found on site would be relocated to this

colony, prior to and during works at the Southern Seawall (and subject to any wildlife permit requirements).

57. WIAL are also exploring options to create additional kororā colonies to support kororā habitation and breeding longer-term. On the completion of the works, WIAL are proposing to establish a kororā colony over part of the Moa Point Construction Yard area (within Crown land and part of the reserve areas) and undertake ecological restoration activities in the eastern part of Moa Point Construction Yard (within the existing reserve areas) to provide habitat for birds and lizards.
58. Once construction is complete, formed access through the reserve areas for recreation and seawall maintenance access would be reinstated and/or enhanced. An area of reserve directly under the flight path is subject to jet-blast which is a health and safety issue. Use of the alternative pedestrian route through the Moa Point Road tunnel will be encouraged through signage and planting of the reserve area exposed to jet-blast.
59. Parts of Lot 4 are contaminated with PFAS (per- and polyfluoroalkyl substances) and heavy metal above background levels. This is likely due to historic activities including from informal fill placement and from firefighting foams used during the 1980s. Whilst concentrations within the project area do not exceed human health guidelines, some PFAS concentrations, particularly PFOS (perfluorooctanesulfonic acid), exceed certain indirect ecological exposure criteria, including for lizards.
60. Use of the site would require the closure of any contaminant exposure pathways through laying down imported compacted aggregate. Site restoration would include placing imported soil across the site in order to better protect the future lizard population.
61. An assessment of alternatives to using the reserves have been provided by WIAL, and is summarised as:
 - Do nothing - this would affect the long-term viability of the Council and WIAL assets that the seawall protects.
 - Carry out construction activities from the sea – the exposed nature of the site and the coastal environment would pose unnecessary health and safety risks.
 - Not undertaking the Eastern Embankment remediation – this would likely result in the informal seawall and eroding cliff face at Moa Point Beach continuing to erode, which would impact on Council and WIAL assets, and the natural and recreational values of the coastal land.
 - Avoiding the use of reserve for the Moa Point Construction Yard – this would result in night-time noise effects on nearby residents, from truck and machinery movements to transport rock and armour units from the other yards which are further from the site. The rock and armour units need to be placed at night-time during the airport curfew when there are no aircraft using the runway. The airport curfew is the primary time of airport noise reprieve for nearby residents.
62. Taking into account relevant matters under s23, s48 and s61 of the Reserves Act 1977, it is recommended that Council gives written agreement. This recommendation considers the origin of the reserves and their relationship to the seawall, the Project's proposed management of and improvements to the reserve values, and the consideration of alternatives to using the reserves to renew the Southern Seawall and remediate the Eastern Embankment. The Project would create a more visually coherent coastal edge that better protects against coastal erosion, particularly factoring

in the increasing effects of climate change over time, and also improve human health at the reserve areas by minimising contact/exposure pathways with any existing contaminants.

63. The recommendation also considers the purpose of the FTAA, being to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. The project has been deemed to be eligible for the FTAA processes meaning that it is an infrastructure project with significant regional or national benefits. The Reserves Act 1977 approvals being processed under the FTAA will help facilitate the delivery of the Project.

Kōwhiringa | Options

64. Provide written approval for the use of the reserve areas for the Project (preferred option).
65. Do not provide written approval for the use the reserve areas for the Project but recommend that the Koata Hātepe | Regulatory Processes Committee considers granting a lease and a licence and/or easement through the usual Reserves Act 1977 processes and decision-making delegations. This is unlikely to meet the requirement of the FTAA to not unreasonably withhold written agreement, and risks inconsistency between various approvals.
66. Do not provide written approval for the use of the reserve areas for the Project and do not recommend a lease and a licence and/or easement is considered by Koata Hātepe | Regulatory Processes Committee. This is unlikely to meet the requirement of the FTAA to not unreasonably withhold written agreement.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

67. The Project is consistent with the South Coast Management Plan 2002 and will ensure the ongoing protection and long-term viability of the Airport and a range of Council assets.

Engagement and Consultation

68. Section 29 of the FTAA requires that applicants for substantive applications need to consult with the applicable local and administering authorities prior to lodging an application with the EPA. This includes the Council, the Greater Wellington Regional Council, mana whenua and a range of governmental departments including the Department of Conservation and Heritage New Zealand Pouhere Taonga (amongst others). As part of this consultation, WIAL also intends to consult with the various Council departments regarding specific aspects of the project (e.g. reserves, transport and three waters).
69. WIAL intends to undertake a period of consultation over late April and May, not only with the parties mentioned above, but also the wider community. While it is not a statutory requirement to undertake community consultation under the FTAA, WIAL has a good relationship with the surrounding community and considers it is important to keep them informed and updated on projects occurring at the Airport.

70. WIAL will collate and consider all the feedback received during this consultation period, and amendments may be made to project elements, as appropriate, to address this feedback.
71. There are opportunities in the fast-track process for Council to provide its views to the expert panel, including what conditions could be imposed on approvals.

Māori Impact Statement

72. The coastal marine area of Lyall Bay holds cultural significance to Māori and it is notated as a site or area of significance to Māori and a statutory acknowledgement area in the Proposed Wellington City Council District Plan.
73. Taranaki Whānui and Ngāti Toa exercise kaitiakitanga over the project area and WIAL has strong working relationships with both iwi. WIAL is currently engaging with the Port Nicholson Block Settlement Trust (on behalf of Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (on behalf of Ngāti Toa Rangatira) regarding the Project, and in particular, any impacts it may have on their values and associations with Lyall Bay and the wider coastal environment.

Financial implications

74. There will be no costs to Council associated with the Project. WIAL will be responsible for all costs associated with the Project, including any costs associated with the establishment of any kororā colonies, the rehabilitation and enhancement of the reserve areas following the completion of construction activities as well as reinstatement and enhancement of public access through the reserve areas.
75. The existing Southern Seawall also protects a range of Council assets, including Wellington City's main wastewater connection to the Moa Point Wastewater Treatment Plant and Moa Point Road itself. The upgrade and extension of the Southern Seawall and the Eastern Embankment remediation works will continue to protect the various Council assets in the area and protect the reserve areas from further coastal erosion, particularly taking into account the expected increase in sea level rise, and the frequency and severity of storm events, associated with climate change. This will reduce any potential future costs to Council to protect these assets from coastal erosion and natural hazards.
76. Council is able to recover its reasonable costs in relation to processing WIAL's request to have the Project processed through the fast-track process under Clause 5 of the Fast-track Approvals (Cost Recovery) Regulations 2025.

Legal considerations

77. Council will use its solicitors to prepare and review any documents associated with a written agreement for the use of the reserves, and for any proposed lease, licence and/or easement conditions for the expert panel to consider.

Risks and mitigations

78. This proposal is rated as low risk on Council's risk framework.

Disability and accessibility impact

79. During the lease period (construction), there would be restrictions on public access to the reserve areas, as the site would be fenced. This would be for health and safety reasons.

80. The current levels of accessibility within the reserves would not be negatively affected by the proposal in the long-term, and recreation tracks would be enhanced through the site reinstatement.

Climate Change impact and considerations

81. The key drivers for the upgrade and extension of the Southern Seawall and the Eastern Embankment remediation works are to help safeguard the long-term operation of the Airport against natural hazards and increase the Airport's resilience to climate change. This also applies to the various Council assets that the Southern Seawall currently protects, including Wellington City's main wastewater connection to the Moa Point Wastewater Treatment Plant and Moa Point Road itself, and the reserve area to the east of the seawall which is largely unprotected and has steadily eroded over recent years.
82. As previously noted, the upgrade and extension of the Southern Seawall and the Eastern Embankment remediation will continue to protect the Airport, the various Council assets in the area and the reserve areas from inundation and coastal erosion, particularly taking into account sea level rise and the expected increase in the severity and frequency of storm events associated with changes in climate patterns.
83. In particular, the Southern Seawall renewal and Eastern Embankment remediation are designed for stability under a 1% Annual Exceedance Probability (AEP) wave event with conservative allowances for sea level rise and increased wave height up to 2080, noting further adaptations can be made to the seawall to account for sea level rise up to the year 2130. These design parameters will increase the resilience of the existing seawall

Communications Plan

84. There is no communications plan required.

Health and Safety Impact considered

85. Access to the reserve areas would be restricted for the duration of construction activities at the Southern Seawall and Moa Point Yard for healthy and safety reasons. This would include the installation of security fencing (with specific controlled site entries and exits) and appropriate signage warning the public of any health and safety risks.

Ngā mahinga e whai ake nei | Next actions

86. If Council provides written agreement for the use of the reserves for the Project, then the next steps are expected to be as follows:
- WIAL will undertake consultation with the parties identified in s29 of the FTAA as well as the wider community from late April through May.
 - WIAL will collate and consider the feedback from this consultation period and will integrate this feedback, as appropriate, into the overall Project.
 - WIAL will prepare, finalise and lodge the fast-track application for the Project with the EPA. Lodgement is planned for the end of June 2025.
 - The EPA will review the fast-track application for completeness and provide complete applications to the expert panel.

- The expert panel will invite comments on the fast-track application from a range of parties, including from the relevant local authorities. The Council will have the opportunity to provide formal comment on the substantive application at this time, noting that WIAL is more than willing to continue engaging with Council throughout this period.
- The expert panel will assess the application and consult on draft conditions (including with any parties that provided comment on the application).
- The expert panel will decide to either approve the fast-track application (subject to conditions) or decline the application.
- If the expert panel grants the Reserves Act 1977 approvals, Council will be required to execute the Reserves Act 1977 approval documents (lease, licence and/or easement).

Attachments

Nil

WCC SUBMISSION TO LGNZ ON THE LOCAL ELECTORAL REFORM

Kōrero taunaki | Summary of considerations

Purpose

1. This report asks Te Kaunihera o Pōneke to approve a submission to LGNZ on local electoral reform.

Strategic alignment

2. The submission aligns with Council’s Community Outcomes by supporting inclusive democratic decision-making that represents interests and values of people in our community.

Relevant previous decisions

3. Not applicable.

Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy.

Financial considerations

- ☒ Nil ☐ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

5. There are no direct financial considerations associated with the decision to submit on the electoral reform position paper.

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

6. The level of risk associated with the decisions in this report is low.

Author	Michael Naylor, Principal Advisor Office of the Mayor
Authoriser	Andrea Reeves, Chief Strategy and Finance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information
2. Approve the submission to be provided to Local Government New Zealand - Te Kāwanatanga ā-Rohe i Aotearoa (LGNZ)
3. Agree to delegate authority to the Mayor to make amendments to the proposed submission to reflect any feedback of the Council.

Whakarāpopoto | Executive Summary

7. LGNZ established a working group in 2024 to develop recommendations for reforming local government elections in response to falling voter turnout.
8. The working group has published a draft set of 20 recommendations and sought submissions from local authorities before finalising the recommendations that LGNZ will advocate for.
9. The draft submission from Wellington City Council provides feedback on the 20 recommendations with an additional recommendation to include a lowering of the voting age to 16 as part of LGNZ's electoral reform advocacy.
10. The submission does not take a position on the recommendation to shift local elections to four-year terms and instead suggests this is considered as part of the Government's proposed referenda on Parliamentary term lengths.

Takenga mai | Background

11. Participation in local elections has declined significantly over the past three decades. The decline of 14% since in voter turnout since 1989, is more than twice the rate of voter decline.
12. Turnout in the 2022 local government elections was 42% nationally and as low as 30% in some areas. A participation rate of less than half of eligible voters is an existential threat to local government.
13. Conducting local elections by post is becoming increasingly untenable as postal volumes collapse, the number of post boxes drops, and a growing number of residents do not use/have a letterbox. This decline in post has been further highlighted since we started our work with NZ Post proposing fewer outlets and less frequent mail services.
14. LGNZ is seeking to address these issues through a range of changes to how local elections are run, improving information about candidates and the work local government does.

Kōrerorero | Discussion

15. The decline in voter turnout is a serious concern for the democratic mandate of local government. While Wellington City had a higher voter turnout than the national average and other metro's in 2022 with 45.4%, we are not immune to the challenges that have led to declining voter turn-out nationally.

16. The draft position paper from the LGNZ Electoral Reform Working Group recommends 20 changes related to elections with the aim of addressing the decline in voter turn out. These changes are focussed in the following areas:
- Improving the public's understanding of local government.
 - Improving public understanding of candidates and their policies.
 - Shifting from postal voting to in-person voting.
 - Shifting the administration and promotion of elections to the Election Commission.
 - Shifting to Four-year terms for local government.
17. The draft submission of Wellington City Council supports the majority of the 20 recommendations in the position paper with two key exceptions. The submission does not take a position on the implementation of four-year terms for local government. It also recommends that alongside investment in civics education in schools, the voting age be lowered to 16 years old.

Kōwhiringa | Options

18. The Council could:
- a) Approve the draft submission (preferred option); or
 - b) Approve the submission with amendments; or
 - c) Not make a submission.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

19. The submission aligns with Council's aims to ensure robust democratic decision-making that represents interests and values of people in our community.

Engagement and Consultation

20. There has been no engagement or consultation with external stakeholders on this submission. LGNZ will continue to engage with stakeholders as they develop this advocacy.

Māori Impact Statement

21. The submission supports a recommendation to address the anomaly that candidates often have to cover wide geographic areas with dispersed populations meaning they have a lower effective campaign spending limit.

Financial implications

22. There are no specific financial implications however, if a shift from postal to in-person voting is eventually agreed to this could result in increased costs for Council.

Legal considerations

23. There are no legal considerations associated with the decision to submit on the position paper.

Risks and mitigations

24. There are no risks associated with the decision to submit on the position paper.

Disability and accessibility impact

25. The submission supports a recommendation that Government extend the Election Access Fund for local elections to address barriers faced by disabled people who want to stand.

Climate Change impact and considerations

26. There are no climate change considerations associated with the decision to submit on the position paper.

Communications Plan

27. There are no communications planned in relation to this submission. LGNZ will publish its final position paper on electoral reform at the LGNZ Super Local Conference in July.

Health and Safety Impact considered

28. There are no health and safety considerations associated with the decision to submit on the position paper.

Ngā mahinga e whai ake nei | Next actions

29. If the Council approves the draft submission (option a), the submission will be finalised and provided to the Authority.
30. If the Council approves the submission with amendments (option b), an amended submission will be approved by the Mayor and then provided to LGNZ.
31. If the Council decides not to submit (option c), no further action will be taken.

Attachments

Attachment 1. Draft WCC Submission

Page 25

30 April 2025

electoralreform@lgnz.co.nz

Wellington City Council (WCC) feedback on Local electoral reform draft position paper

Tēnā koe Hon Nick Smith

Thank you for the opportunity to provide feedback on the recommendations of the Electoral Reform Working Group. We would like to thank the Working Group for the mahi they have put into developing the suite of recommendations. The draft position paper lays out thoughtful and important recommendations that we believe can make a meaningful impact on local election voter turnout.

Our councillors and pouiwi have discussed the draft position paper. We agree with you that bold changes are needed to address the decline in voter turnout and in turn, the democratic mandate of local government. As such we support the majority of recommendations outlined in the draft position paper.

We strongly encourage the Working Group and LGNZ members to go one step further and include a lowering of the voting age for local elections to 16 years. This would help capitalise on the investment in civic education and build a longer-term culture of voting and civic engagement which local government needs.

We look forward to receiving the final recommendations from the Working Group at the SuperLocal Te wānanga in July.



Mayor Tory Whanau on behalf of Wellington City Council

Wellington City Council

PO Box 2199
Wellington 6140
New Zealand

Phone +64 4 499 4444
Fax +64 4 801 3138
Wellington.govt.nz

Issue 1: The public's understanding of local government and why it's important

Wellington City Council (WCC) supports both recommendations 1 and 2 to improve civics education, noting councils will have resource limitations on how much engagement they can do with schools.

The focus on civics education is welcome but alone feels unlikely to shift the dial in terms of voter turn-out. There is a real opportunity to magnify the impact of civics education by combining it with lowering of the voting age for local body elections to 16 years old.

Civics education in schools can then be incorporated around upcoming elections making it far more meaningful and relevant for students. It creates the opportunity to embed lifelong voting habits, especially for young people whose family does not have a history of voting – a key challenge outlined in the background of the report.

The LGNZ data shows a growing desire amongst young people to engage in local government, with the 18–25-year-old and 26–35-year-old demographics the only ones with increasing voter turnout from 2011 to 2022.

This is supported by what we see in Wellington where we have seen strong engagement from young people on issues like climate action, transport and housing. Residents aged 16 to 18 are often key users of council services like libraries, recreation centres, public transport etc. Many of them would like to have a say on council decisions that impact these services and them.

WCC supports recommendations 3, 4 and 6 in this section. While we see some value in recommendation 5 to create a 'local government week' we note this will require additional resourcing and believe other actions requiring resourcing should be prioritised over this.

Issue 2: Understanding candidates and their policies

WCC supports all the draft recommendations in this section. In relation to recommendation 7 for a third-party website to hold candidate information, we support this only if the recommendation for the Election Commission to also run local body elections is implemented. Otherwise, we believe it is likely to be simpler and clearer for each council to continue to provide this service.

Issue 3: Voting methods

WCC supports all three of the recommended changes to voting methods. Shifting from postal to in-person voting recognises both the shift in people's preferences and changes to the postal system in recent years.

It is likely that postal services continue to reduce, especially in the regions and people's propensity to use the post has reduced in recent years. This is indicated by the relatively high number of people who choose to cast their ballots in person at ballot bins rather than return their ballots by post. At the 2022 local elections for WCC, 50% of all votes cast were through the in-person ballot bins placed around the city.

We believe a shift to in-person voting should be accompanied by the Electoral Commission taking over responsibility for local elections (recommendation 15). This will enable the Electoral Commission to resource it efficiently. It will also mean that voters will still get mailed information as a reminder to enrol and vote as the Electoral Commission does this for general elections.

Issue 4: Administration and promotion of elections

As noted above, WCC supports recommendations 15 and 16 for the Electoral Commission to take charge of administering local elections and for the costs to be shared by central and local government.

The cost share between central and local government for delivering in-person voting will be a key matter to resolve given the increased cost of this method. This should not unduly burden councils and potential efficiencies of the Electoral Commission running both local and Parliamentary elections should be factored in.

We agree that councils should retain control of local representation decisions with oversight from the Local Government Commission.

Issue 5: Four-year terms (including transition and implementation)

WCC has considered recommendations 17 and 19 to shift to a four-year cycle for local elections. We see merit in shifting to four-year terms if it enables councils to have a greater focus on delivering longer term change and significant projects. It would also help offset some of the additional costs of shifting from postal to in-person ballots.

However, we believe would be better for local elections to be included in the referenda being planned by central government so the public can have their say on it. That enables the focus of this electoral reform process to be clearly focussed on actions to improve voter turnout.

WCC supports in part the recommendation 20 to strengthen the Code of Conduct process. We support empowering the Local Government Commission to investigate serious complaints and the power to remove a member of local government for serious breaches. We would like to see the thresholds for removal of a member set at a high level and clearly established so that this process cannot be misused.

We have concerns about empowering the Local Government Commission to impose fines on local government members. It's not clear what legal basis the Commission would have to impose fines on members if they have not breached a law or by-law. A public finding of wrongdoing from the Commission and subsequent reputational impact is probably a more appropriate sanction for breaches that are not severe enough to justify the removal of a member.

DELEGATION OF TR05-25 WELLINGTON CENTRAL MOTORCYCLE METERED PARKING TO THE KŌRAU TŌTŌPŪ | LONG-TERM PLAN, FINANCE AND PERFORMANCE COMMITTEE

Kōrero taunaki | Summary of considerations

Purpose

- 1. This report recommends that Te Kaunihera o Pōneke | Council delegate to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee the power to make a traffic resolution relating to charging for motorcycle parking in the central city.

Strategic alignment

- 2. The most relevant community outcomes, strategic approaches, and priorities for this paper include Urban Form - A liveable and accessible, compact city.

Relevant previous decisions

- 3. At the meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee on [30 May 2024](#), the Committee agreed to charge motorcycle parking fees of up to \$2.50 per hour. The Committee resolved to have the specifics of this fee setting determined through a separate traffic resolution (TR) process.

Significance

- 4. This decision to delegate the power to make a traffic resolution for a limited purpose is **rated low significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy.

Financial considerations

☒ Nil

☐ Budgetary provision in Annual Plan / Long-term Plan

☐ Unbudgeted \$X

- 5. There are no financial considerations for this report as the decision for Council at this time is only to determine which committee can make the TR that sets the fee for motorcycle parking (TR05-25).
- 6. The financial details of the TR will be provided to Committee along with the full TR report.
- 7. There is funding in the 2024-2034 LTP parking programme budget for the implementation of metered motorcycle parking in the Central City.

Risk

☒ Low

☐ Medium

☐ High

☐ Extreme

Authors	Alisi Folaumoetu'i, Senior Democracy Advisor Karyn Basher, Manager Legal Services - Regulatory
Authoriser	Amelia Dalley, Democracy Team Leader Beth Keightley, General Counsel Matt Prosser, Chief Executive Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information
2. Note that the Koata Hātepe | Regulatory Processes Committee did not exercise its delegated powers in respect of the proposed Traffic Resolution TR05-25 Wellington Central Motorcycle Metered Parking at the meeting on 9 April 2025.
3. Agree to delegate to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee the power to make decisions on Traffic Resolution TR05-25 Wellington Central Motorcycle Metered Parking.

Whakarāpopoto | Executive Summary

8. This report seeks agreement from Te Kaunihera o Pōneke | Council to delegate to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee the power to make a Traffic Resolution (TR) to implement the decision of the Committee to charge for motorcycle parking in the central city.

Takenga mai | Background

9. The Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee agreed on 30 May 2024 to charge up to \$2.50 per hour for motorcycle parking in the central city and resolved that the details of this change would be determined through a separate TR process.
10. The Koata Hātepe | Regulatory Processes Committee has the delegated authority to make TRs as per the [Terms of Reference and Delegations](#).
11. Metered motorcycle parking was included in the 2024-2034 Long Term Plan public consultation process. We received 3,163 submissions on the proposed metered parking. 43% of submissions were in favour of the proposal, and 42% were in opposition.
12. Public consultation on the proposed TR ran from 11 November – 1 December 2024. Council received 1645 written submissions and heard 38 oral submissions over 3 days in February 2025. Approximately 80% of the 1645 respondents opposed the proposal.
13. The TR report was scheduled for consideration at the Koata Hātepe | Regulatory Processes Committee meeting on [9 April 2025](#). However, the report was not put for debate and the Committee deemed it more appropriate for a Committee of the Whole to make a decision on this proposed TR.

Kōrerorero | Discussion

14. Te Kaunihera o Pōneke | Council has full authority to make TRs and to delegate the authority to make traffic resolutions to any of its committees. This power was delegated to the Koata Hātepe | Regulatory Processes Committee at the Council meeting of 16 November 2022.
15. In this case, the Koata Hātepe | Regulatory Processes Committee have not exercised their delegated power and no decision has yet been made on the traffic resolution.

16. While the Chair of the Koata Hātepe | Regulatory Processes Committee has indicated her view that it is more appropriate for a Committee of the Whole to make this decision, our [Standing Orders](#) do not provide a mechanism for the Koata Hātepe | Regulatory Processes Committee to refer any items up to a Committee of the Whole. In this case, Council can make the decision itself or delegate its decision-making powers in respect of this proposed TR to a Committee of the Whole.
17. The Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee would be the appropriate Committee of the Whole to consider the TR. This is because the proposed TR is the next step following the previous decision made by Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee to include charge for motorcycle parking.
18. The Traffic Resolution report was published on the WCC website with the Koata Hātepe | Regulatory Processes Committee agenda of 9 April 2025. The full report and supporting material can be accessed here: <https://meetings.wellington.govt.nz/your-council/meetings-calendar?MeetingId=444>

Kōwhiringa | Options

19. Te Kaunihera o Pōneke | Council has full authority to make TRs and to delegate to any of its committees decision-making powers.
20. Te Kaunihera o Pōneke | Council could decide to:
 - A. Delegate TR05-25 to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee for consideration and decision or;
 - B. Not delegate to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee and instead have the Traffic Resolution report scheduled at a future Council meeting for decision, or;
 - C. Delegate to any committee the TR05-25, including the Koata Hātepe | Regulatory Processes Committee.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

21. TRs are made under the Traffic and Parking Bylaw 2021.
22. The Koata Hātepe | Regulatory Processes Committee has the delegation from Council to make TRs under the Traffic and Parking Bylaw 2021.

Engagement and Consultation

23. Not applicable. Engagement and consultation details concerning the proposed TR will be provided in the TR report.

Māori Impact Statement

24. Not applicable.

Financial implications

25. Not applicable. The financial implications for the proposed TR will be provided with the full Traffic Resolution report.

Legal considerations

26. Council retains full authority to exercise its powers, duties and functions. Council can, and has, delegated a range of powers as evidenced in the Terms of Reference. This includes a delegation to the Koata Hātepe | Regulatory Processes Committee to make TRs. Council has retained the power to make TRs that are referred to it for decision.
27. Council may also delegate any of its powers for a specific purpose on an ad hoc basis, including the power to make Traffic Resolutions. There needs to be clear evidence of the delegation and the purpose for which it has been delegated. This can be achieved through a Council decision such as recommended in this paper.
28. The Koata Hātepe | Regulatory Processes Committee received written submissions and heard oral submissions on the TR. Should Council or a Committee of the Whole consider this TR then the members of that body should make themselves aware of the submissions. The written submissions and a report of the oral submissions will be provided as part of the TR report. Recordings of oral submissions are also available on YouTube.

Risks and mitigations

29. Mana whenua representatives are not members on Te Kaunihera o Pōneke | Council, which could create inconsistency with the consideration and making of other TRs.
30. As identified in the proposed TR Report, should a fee structure not be adopted to cover the expected revenue from Metered Motorcycle Parking, an alternative revenue source or cost savings will need to be identified to fill the gap in the 2025/26 Annual Plan and future annual plans adjusted.

Disability and accessibility impact

31. Not applicable.

Climate Change impact and considerations

32. Not applicable.

Communications Plan

33. Not applicable.

Health and Safety Impact considered

34. Not applicable.

Ngā mahinga e whai ake nei | Next actions

35. The TR report to support the implementation of motorcycle metered parking in the central city will be added to the agenda for whichever committee the Council decides to delegate this to.
36. If Council decides to delegate this TR to the Kōrau Tōtōpū | Long-term Plan, Finance and Performance Committee, it will be scheduled for consideration at the meeting of 22 May 2025.
37. If Council decides to make the TR itself, it will be scheduled for consideration at the meeting of 22 May 2025.

Attachments

Nil

DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on implementation of previous decisions. It identifies which decisions have been implemented and those that are outstanding. It also provides a list of items scheduled to be considered at the next two meetings (hui).

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future meetings.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Author	Alisi Folaumoetu'i, Senior Democracy Advisor
Authoriser	Amelia Dalley, Democracy Team Leader Andrea Reeves, Chief Strategy and Finance Officer

Whakarāpopoto | Executive Summary

Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the [Council website](https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Te+Kaunihera+o+P%C5%8Dneke+%7C+Council&UpdatedSinceLastMeeting=true). Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link:
<https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Te+Kaunihera+o+P%C5%8Dneke+%7C+Council&UpdatedSinceLastMeeting=true>
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 15 resolutions at the last meeting:
 - 14 are complete and 1 is in progress.
6. 39 in progress resolutions were carried forward from previous reports.

Upcoming reports

7. The following items are scheduled to go to the next two hui:

Rāpare, 22 Haratua (Thursday, 22 May 2025)

- Report of the Kōrau Tōtōpu | Long-term Plan, Finance and Performance Committee meeting of 22 May 2025 – Long-term Plan, Annual Plan and Local Water Done Well final deliberations.

Rāpare, 5 Pīpiri (Thursday, 5 June 2025)

- There are currently no agenda items scheduled for this hui.

Rāpare, 26 Pīpiri (Thursday, 26 June 2025)

- Report of the Kōrau Tōtōpu | Long-term Plan, Finance and Performance Committee meeting of 25 June 2025 – Long-term Plan, Annual Plan and Local Water Done Well adoption.

Takenga mai | Background

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members are able to view public excluded clauses on the Council website: <https://meetings.wellington.govt.nz/your-council/decision-register>.

The upcoming reports list is subject to change on a regular basis.

Attachments

Nil

3. Committee Reports

REPORT OF THE KŌRAU MĀTINITINI | SOCIAL, CULTURAL, AND ECONOMIC COMMITTEE MEETING OF 17 APRIL 2025

Members: Councillor Abdurahman, Councillor Apanowicz, Councillor Brown, Councillor Calvert, Councillor Chung, Deputy Mayor Foon, Pouiwi Kelly, Councillor Matthews, Councillor McNulty, Councillor, Councillor Pannett, Councillor Randle, Councillor Rogers, Mayor Whanau, Councillor Wi Neera, Councillor Young. Absent, apologies accepted: Councillor Free, Councillor Apanowicz and Pouiwi Hohaia

The Committee recommends:

PROPOSED DISPOSAL - 64 TASMAN STREET, MT COOK

Recommendations

That Te Kaunihera o Pōneke | Council:

1. Declare the 306m² of fee simple, Council-owned land at 64 Tasman Street, Mt Cook (legally described as Lot 15 Deposited Plan 855, held in RT WN24B/533), is not required for a public work and is surplus to Council's operational requirements.
2. Agree to dispose of the Land.
3. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the disposal of the Land, including all legislative matters, issuing relevant public notices, negotiating the terms of the sale, imposing any reasonable covenant, and anything else necessary.

The full report and agenda can be accessed here: <https://meetings.wellington.govt.nz/your-council/meetings-calendar?MeetingId=449>

The minutes of the Kōrau Mātinitini | Social, Cultural and Economic Committee meeting can be accessed here: <https://wellington.govt.nz/-/media/Your-council/meetings/Committees/Social-Cultural-and-Economic-Committee/2025/2025-04-17-Minutes-SCEC>

Attachments

Nil

4. Public Excluded

Recommendation

That the Te Kaunihera o Pōneke | Council:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Band Rotunda - Approval to Lease	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
4.2 Ground lease sale for Disaster Resilience Fund Capitalisation and Council office accommodation	7(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. 7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.