

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee Agenda

9:30am Thursday, 16 March 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington



MEMBERSHIP

Mayor Whanau
Deputy Mayor Foon
Councillor Abdurahman
Councillor Apanowicz
Councillor Brown (Deputy Chair)
Councillor Calvert
Councillor Chung
Councillor Free
Pouiwi Holden Hohaia
Pouiwi Liz Kelly
Councillor Matthews
Councillor McNulty
Councillor O'Neill
Councillor Pannett
Councillor Paul (Chair)
Councillor Randle
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 04-803-8337, 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.

AREA OF FOCUS

The Kōrau Tūāpapa | Environment and Infrastructure Committee has responsibility for:

- 1) RMA matters, including urban planning, city design, built environment, natural environment, biodiversity, and the District Plan.
- 2) Housing.
- 3) Climate change response and resilience.
- 4) Council property.
- 5) Waste management & minimisation.
- 6) Transport including Let's Get Wellington Moving.
- 7) Council infrastructure and infrastructure strategy.
- 8) Capital works programme delivery, including CCOs' and Wellington Water Limited's capital works programmes.
- 9) Three waters

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

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

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 2 February 2023 will be put to the Kōrau Tūāpapa | Environment and Infrastructure Committee for confirmation.

1.5 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 Kōrau Tūāpapa | Environment and Infrastructure Committee.

The Chairperson shall state to the meeting:

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 meeting.

The item may be allowed onto the agenda by resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

Minor Matters relating to the General Business of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

The Chairperson shall state to the meeting 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 meeting of the Kōrau Tūāpapa | Environment and Infrastructure Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting 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 meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting 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 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

MAJOR SLIP EVENTS OF JULY & AUGUST 2022

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee is an update on the major slip events of winter 2022, including of significant slips, types of retaining walls, and planning for future slip events.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Financial considerations

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

Risk

- Low Medium High Extreme

Authors	Anna Tasker, Business Support Officer Brad Singh, Transport and Infrastructure Manager Rebecca Adams, Chief Advisor to CIO
Authoriser	Chris Mathews, Manager Waste, Water and Resilience

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.
2. Note that Officers will undertake a review of the available budgets for resilience activities in time for the next LTP with a view on ensuring that funds are deployed into climate change adaption strategies as well as mitigation.
3. Note that Officers have identified that a policy review is required in line with Council's rights, obligations, and relevant legislation and this policy review is currently underway and is due for completion before the end of 2023.

Whakarāpopoto | Executive Summary

2. In July and August of 2022, Wellington experienced a record amount of rain. The extreme weather combined with Wellington's modified landscapes, resulted in a record number of landslips around the city. Six weeks of increasing slip activity resulted in 26 displaced households and 12 road closures. At peak more than 1,100 slips ranging in scale from significant to those of with little or no impact were reported.
3. Slips occurred across a range of land ownership combinations, both public and private. A variety of remediation options are available to Council depending on circumstance including geotech assessments and many retaining wall types.
4. While most of the 22 slips were dealt with by the Transport and Infrastructure team, some of those occurring entirely on private land were managed by Building Consents and Compliance.
5. Analysis shows that with sufficient budget and resource, slips from 2022 could be remediated within a two-year period. However, due to limited resources in both professional services and construction, officers are currently working on a delivery model that will instead see the work spread over a period of three to four years.
6. However, options to accelerate the deliver will be prepared for Long Term Plan discussions.
7. In 2006, NIWA conducted a study titled *Impacts of long-term climate change on weather and coastal hazards for Wellington City*. A key finding in that study was that high intensity rainfall events are likely to increase between 1% and 28%.
8. This means that future slip events are also likely to occur more frequently and potentially at a greater scale over the short to medium term and unless future increases in temperature are controlled could increase even more over the long term
9. Along with remediation of the remaining 2022 slips, and the proactive work to prevent likely slips in areas of high risk, Council must consider how it will prepare for increasing extreme weather and slip events in future.
10. In addition to climate change mitigation efforts, adaptation steps will be critical to ensure that the city is resilient for future weather events. This will include increasing our capability and capacity levels in terms of emergency management as well as funding key resilience efforts.

Takenga mai | Background

11. In Wellington, slope modification has occurred extensively as many roads are built through cut and fill of the hilly topography. Earthworks can create or worsen hazard potential such as flooding and land instability. Instability could be caused by excavations that undercut a hillside, or where excavations result in un-retained or bare hillsides. Additionally, filling in parts of an overland flow path can impede runoff and worsen flooding upstream, potentially enlarging the area affected by inundation.
12. Cut and fill information is readily accessible in different formats such as the geomorphological map for the city provided by GNS. Below is a snapshot from the GNS map taken for Wadestown which indicates the level of cut and fill prevalent.



Figure 1 GNS snapshot (grey is cut and red is fill)

13. GNS slope research (SLIDE) notes that modified ground seems more vulnerable to slip as the soil settles to its natural state. While some of the cuts and fills have been supported by retaining walls, Wellington has many unsupported slopes from those cuts and fills. These unsupported slopes are particularly vulnerable to the unfavourable weather, particularly heavy rain, which is an increasingly regular occurrence in Wellington.
14. The Council has always actively managed landslips with remediation for major slip risk in the form of retaining walls. In addition to the annual budgets for wall maintenance (cleaning, painting etc.) and wall renewals, Council also has an annual budget for the installation of new walls.
15. Slips occur across a mixture of land ownership combinations and this tends to have different implications in terms of the responsibilities between the Council and the private property owners. As such, remediation can often be a very complex matter particularly when dealing with private property owners regarding responsibilities and allocation of costs.
16. When a slip occurs, and after the slip site is cleared and made safe, a geotechnical report is undertaken which gives a likelihood of further slippage. Council Officers then decide as to the associated impact to public infrastructure should the site slip again and plan on whether to monitor the slip site or to retain the slip site.
17. Some sites, where there is limited impact to the public infrastructure, will simply be monitored by Council staff, however this may still leave a private homeowner having to try to deal with the slip through insurance and EQC if their private property is impacted.

The Events of 2022

18. Wellington experienced a record amount of rain during July and August 2022 as summarised by MetService below:

“The Wellington region has experienced a winter rainfall well above normal (June to August), with Kelburn experiencing the wettest August on record (275.5mm, previously 269.5mm set in 1967). Wellington Airport similarly exceeded the ‘winter record’ (June to August total rainfall) with 576.5mm (previously 477.9mm set in 1975). It should be noted that these amounts were an accumulation of many events, the more notable being 10 to 13 June, 11 to 13 July and 17 to 20 August (70mm at Wellington Airport, and 100mm at Kelburn over three days). A long soak, rather than single high impact events.”

19. With the combination of modified landscapes and extreme weather, Wellington has been experiencing many slips each year, with one of the worst seasons for slips occurring in the winter of 2022 as callout¹ numbers below for these months from recent years shows².

- 2020 = 170
- 2021 = 373
- 2022 = 1,143

20. In August 2022, after 6 weeks of increasing slip activity, we exceeded 1,000 reported slips with over 150 callouts coming in between 17 and 20 August. This resulted in 26 displaced household and 12 road closures.

21. The table below provides the number of slips that the Council has responded to from 2019 to 2022 and their associated costs per year.

Year	Number of slip sites	Total cost to clear (\$)
2017 ³	893	1,095,046.23
2018	687	245,539.53
2019	543	224,936.41
2020	752	223,441.85
2021	854	341,010.14
2022 ⁴	861	1,806,184.14

22. The following graph is indicative of the number of slips recorded by our contractors (after they had attended and cleared the sites) over July and August in 2022. The graph shows that the greatest period of work for the teams from both Council and contractors occurred over the period end of July and beginning of August. This means when the highest number of callouts came into the Contact Centre around 17 to 20

¹ The callout numbers are for the months of July and August only and include all callouts not just slips

² Calendar years

³ The 2017 figures are skewed due to the Ngaio Gorge slip.

⁴ The 2022 slip numbers are understated as multiple slip sites had to be combined in order to process the contractor claims

August, staff and contractors had already been putting in consistently high hours in clearing slips for over the preceding three-week period.

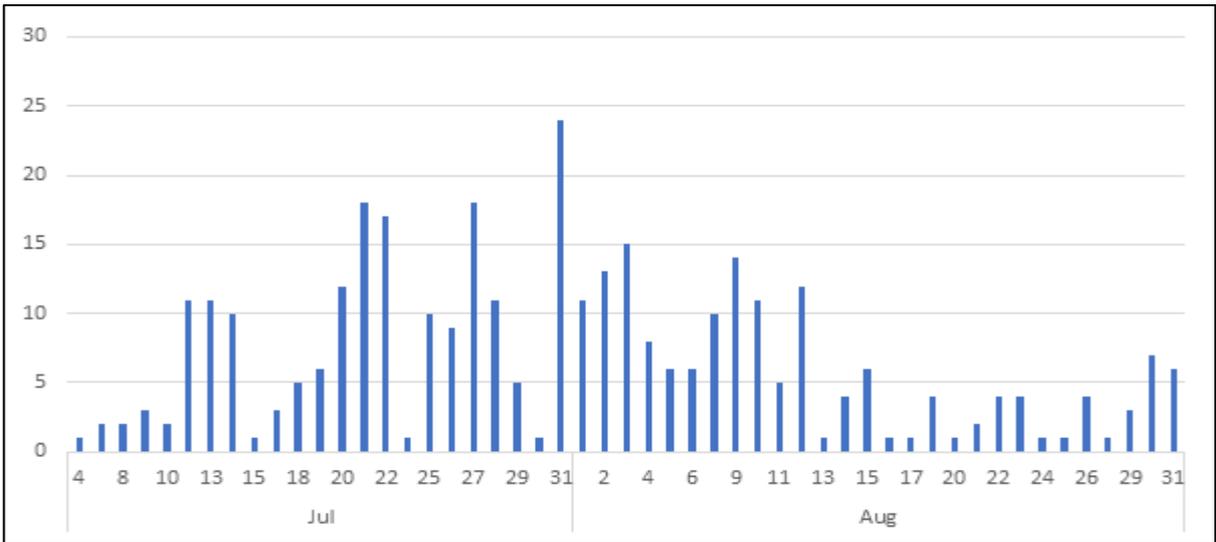


Figure 2 Number of slip events per day in July & August 2022

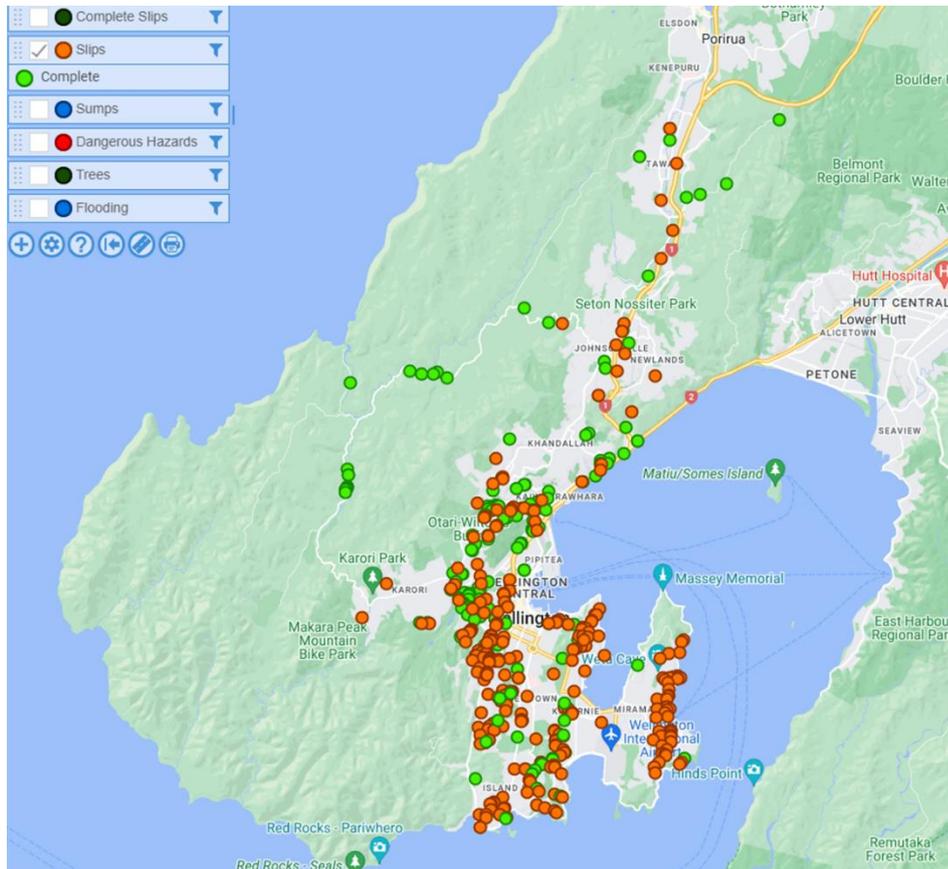


Figure 3 Slip sites (July & August 2022)

23. There were a few private land slips that were managed by Building Consent and Compliance.
24. The increased number of landslips resulted in an increase in workload for the Council, with the redeployment of road maintenance staff moved from the regular work programme to work on addressing the slips.

-
25. There was also a notable increase in calls to the Contact Centre from residents reporting slips and understandably concerned about their rights and responsibilities.
 26. On 20 August, a response and recovery team was put in place to manage a number (~25) of major complex sites that required cross council coordination. A complex site was defined as one where more than one council business unit had an interest i.e., Building Consent and Compliance, Transport and Infrastructure, Wellington Water, Communications, Community Services, as well as multiple households. The primary role of this team was to minimise bottlenecks or choke points where progress might be held up, waiting on the action of others.
 27. Almost all roads were open again after the site was made safe, but some sites still have traffic control measures in place up till now such as the one-way set up at the slip on The Terrace. There are some areas and accessways that still have restricted use until stabilisation works can be completed. Slips that occurred on our Parks Sports and Recreation land have been cleared but some sites still have temporary fences in place and need permanent remedial work. The Wilton Bush slip is one of such sites.
 28. To date, four properties remain unoccupied due to the Dangerous Notices being issued as the houses were compromised from the slips. In a few instances temporary connections of services to neighbouring properties have been put in place to allow residents to return to their households.
 29. Of the 26 households that were displaced because of slips, the Council's Community Services Team provided or facilitated emergency accommodation or welfare assistance for 17 households. In total, 37 individuals were supported.
 30. Community Services support was prioritised to assist displaced tenants rather than owner occupiers. This is because homeowners usually have an emergency accommodation provision as part of their home insurance, while most tenants do not. For some private land slip events, households either self-evacuated or received insurance assistance without the Council's involvement or knowledge.
 31. Over the worst period we closed the following roads:
 - The Terrace between Ghuznee Street and Buller Street
 - Takarau Gorge Road between Johnsonville and Makara Beach
 - Sutherland Crescent in Melrose
 - Ngaio Gorge down to one lane
 - Main Road Tawa
 - Pass of Branda in Seatoun
 - Tiotio Road in Miramar
 - Laura Avenue in Brooklyn
 - Kotinga Street in Kilbirnie
 - Seatoun Tunnel
 - Birdwood Street in Karori
 - Horokiwi Road reduced to two-way stop/go

32. The kinds of challenges facing the teams varied from slip to slip but included:
- Working with the power company to deal with power poles which were compromised and needed to be relocated or removed
 - Working with other utilities (water, gas, telecommunications) for service connections that needed to be terminated & reconnected
 - Undertaking evaluations of buildings and evacuation of majorly affected residents
 - Relocation of homeowners
 - Prioritisation of slip recovery and slip removal from roads & footpaths
 - Working with homeowners to explain the various obligations of insurance assessments and the role of EQC and the Council
 - Removal of damaged vehicles and other private assets
 - Assessment and removal of dangerous trees or at-risk trees
 - Stability assessments of slip and banks by engaging qualified geotechnical engineers
 - Addressing and responding to numerous media updates
 - Regular updates to media and social media occurred with a news page on the WCC website receiving many hits and the graphics re-broadcast by other media.



Figure 4 Birdwood Street



Figure 5 Sutherland Crescent



Figure 6 The Terrace

33. After the peak of slip events in August, we updated our website to include important information that residents should know in the event of a slip (including Council's policies) as well as on how to manage the risk of slips:

<https://wellington.govt.nz/parking-roads-and-transport/roads/road-works/slips>

Relevant Policies

34. To address our responsibilities as a local authority, we apply the following strategies to mitigate the impact of potential High Impact Low Probability (HILP) events such a significant slips:
 - Identification – understand the type and impact of HILP events that we may experience
 - Reduction – minimise the consequence of the HILP event through further investment in resilience
 - Readiness – reduce the impact of an HILP event where appropriate, by improving resilience
 - Response – develop plans to respond to HILP events in terms of business processes
 - Recovery – including the use of contingency plans to invoke a staged and controlled restoration of network assets and supply capability
35. Slips occur across a mixture of land ownership combinations - private to private, private to public and public to private. This has different implications in terms of the responsibilities between the Council and the private property owners. As such, remediation can often be a very complex matter particularly when dealing with private property owners regarding responsibilities and allocation of costs.
36. We currently have 10 of the 2022 slip sites that are being worked through with Council's legal team due to the complexity of their nature – each site requires a different remediation solution and it also requires us to be clear on what Council's responsibilities are as well. At times, the decisions reached by Council Officers when working within the bounds of Council policies aren't in line with residents' expectations.
37. When a slip occurs, it is expected that homeowners will notify their insurance company and EQC. However, officers have observed a prevailing attitude of "a council slip" and expectation that the Council will deal with all matters relating to any damage if the slip has an interface with council land.
38. When Council Officers work within the bounds of Council's existing policies, it can sometimes lead to frustration among residents and in some cases litigation. As such, we have identified that a policy review is required in line with Council's rights, obligations, and relevant legislation.

Kōrerorero | Discussion

Council's Management of Retaining Walls

39. The Council has always actively managed landslips. Remediation for major slip risk is in the form of retaining walls. In addition to the annual budgets for wall maintenance (cleaning, painting etc.) and wall renewals, Council also has an annual budget for the installation of new walls.
40. In 2006 and 2008, as part of the Council's work to develop a management plan to respond to the consequences of slips and to undertake works to reduce risk, the Council engaged Tonkin & Taylor Ltd to assess slope instability risk. The assessment estimated 219 sites as very high or high risk. The assessment formed the basis of the Council's initial retaining wall programme which was then further refined in terms of risk priorities by the 2013 Wellington Lifelines (WeLG) report. The report identified a Priority

1 emergency route out of the city. This route extends from the airport to Johnsonville and Council subsequently broken these up into two key emergency exit routes for Wellington City.

41. Furthermore, the projects on the programme are annually re-prioritised by making use of a prioritisation tool which allows us to prioritise projects based on items like impact to the transport network, safety of the public and community and stakeholder expectations. This allows for the programme to be flexible to ensure that we are catering to the highest risks first, but often means that other lower risk items are deferred into outer years.

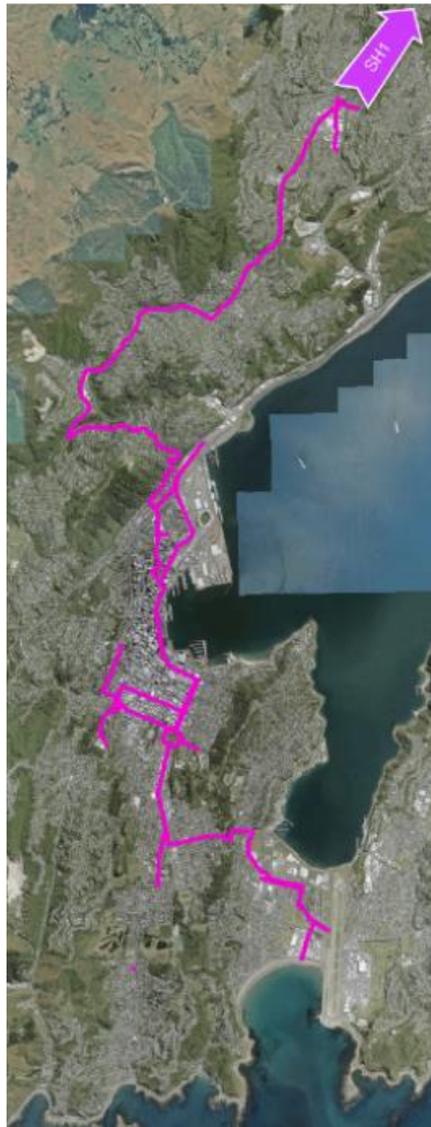


Figure 7 Emergency route as per WeLG report

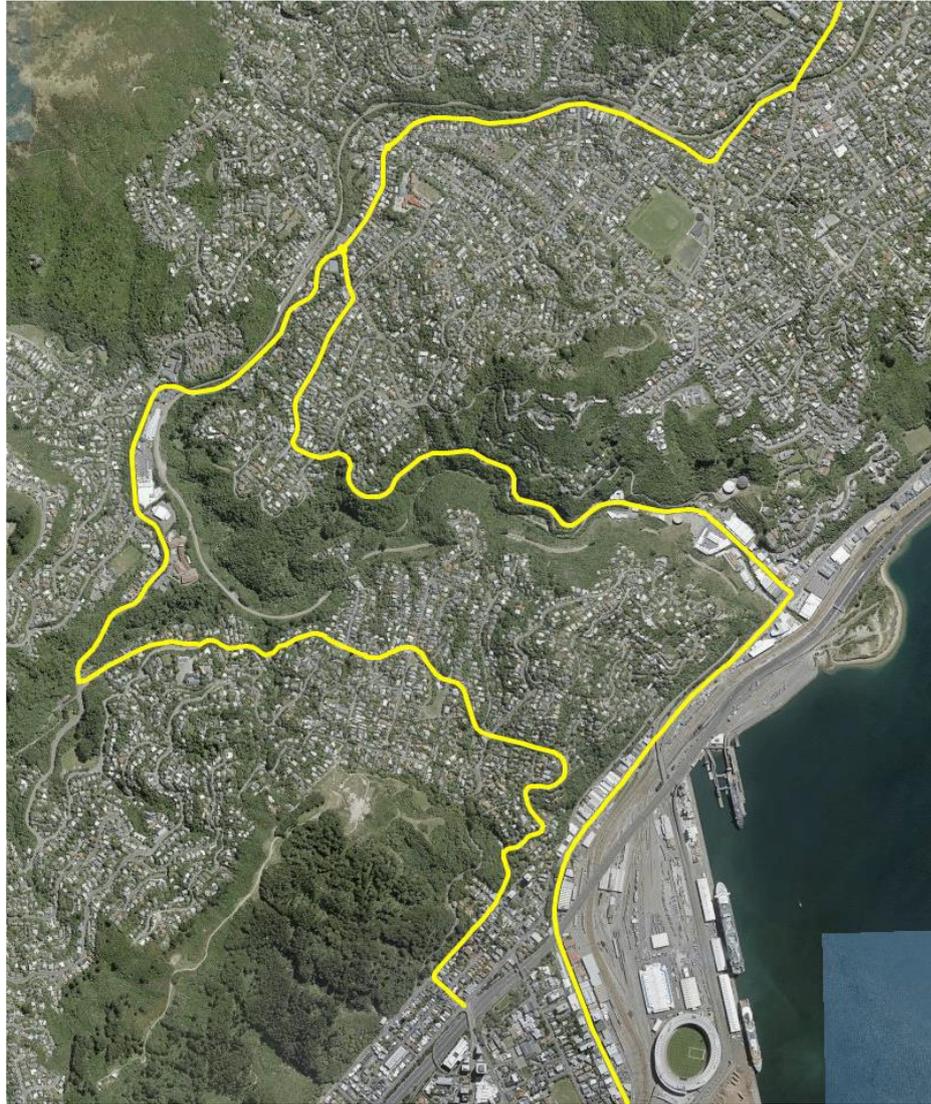


Figure 8 Wellington City Priority routes

42. A portion of the planned new wall programme has been used to fund the strengthening of these emergency routes either through strengthening existing walls (renewals programme) or building new walls. For the rest of the city, the determination of whether an unsupported slope is to be retained has been largely done reactively (i.e. after a slip event). This has been done due to the large number of potential slip sites given Wellington's cut and fill topography⁵.
43. During planning for the 2021 LTP, a submission was made for the continued resilience work along these emergency routes, but this was not funded through the National Land Transport Fund. Council decided to not fully fund the resilience work outside of the subsidies - refer minutes of Council meeting 30 September 2021. As such, the new walls programme was stripped back to complete the walls that had already been on the plan as per our reactive response. <https://wellington.govt.nz/-/media/your-council/meetings/council/2021/2021-09-30-minutes-council.pdf>
44. Council also maintains and renews existing walls. Existing walls are inspected every 5 years. Inspections are carried out by engineering consultants with an inspection report being produced summarising the condition of each wall as well as potential risks. The

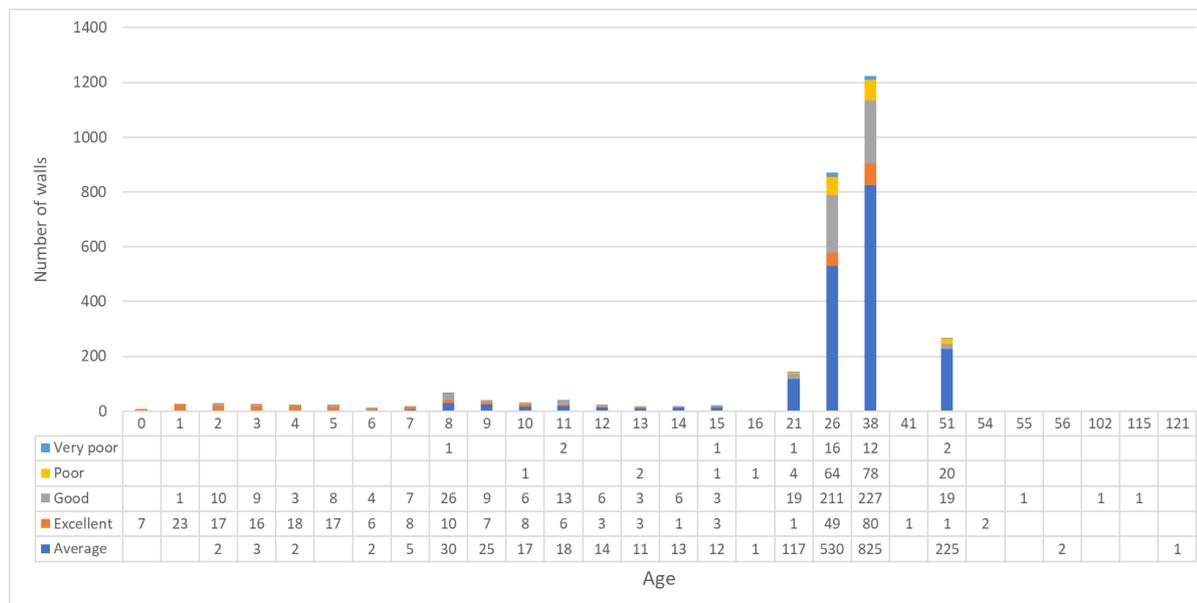
⁵ Note that it would cost billions of dollars to proactively retain all potential future slip sites across in the city - a complete list of upcoming projects on the programme is shown in Attachment 1.

report results are captured into our Roding Asset Management Maintenance system (RAMM) and Council engineers use these results to determine planned maintenance activities (painting, cleaning, clearing out drainage etc.) as well as renewal plans.

45. Each new or renewed wall is designed to have a life of 50 years but walls on the emergency routes are designed to a 100-year life span. The inspections rate all retaining walls on the road corridor from excellent to very poor conditions and show the following results:

- Excellent Condition – 10%
- Good Condition – 20%
- Average Condition – 63%
- Poor Condition – 6%
- Very Poor Condition – 1%

46. The rating conditions of retaining walls are further illustrated by the following graph.



47. In addition to the maintenance and renewal activities, the Council also runs a hydroseeding programme which sees a contractor plant native species on medium risk banks to try and prevent any future slip events.

Retaining wall types and designs

48. When a slip occurs, and after the slip site is cleared and made safe, a geotechnical report is undertaken which gives a likelihood of further slippage. Council Officers then decide as to the associated impact to public infrastructure should the site slip again and plan on whether to monitor the slip site or to retain the slip site. Some sites, where there is limited impact to the public infrastructure, Council Officers will decide to simply monitor, however this may still leave a private homeowner having to try to deal with the slip through insurance and EQC if their private property is impacted.

49. The Council's form of retaining wall varies from site to site and is determined by the appropriate remedy for the situation which is balanced against the total cost. Most designs provide up to three options for retaining with various degrees of effectiveness, costs and risk reduction. These are evaluated by Council engineers and the most appropriate solution for the site is then selected for construction. Examples of some of the more common types of retaining walls we employ are shown below.



Figure 9 Cashmere Ave (anchored shotcrete)



Figure 10 Fairview Cres (mixed shotcrete and mesh)



Figure 11 Horokiwi Rd (anchored steel pole)



Figure 12 Horokiwi (anchored timber pole)



Figure 13 Main Rd (Mesh wall)



Figure 14 Middleton Rd (catch fence)



Figure 15 Ohariu Rd (Redi block)



Figure 16 Takarau Gorge (Gabion)



Figure 17 Takaru Gorge (Riprap)



Figure 18 Takaru Gorge (Steel pole with riprap)



Figure 19 The Drive (Cantilevered timber pole)

Budgeting, planning and construction

50. We do not have budgets specifically targeted for slip response. Emergencies such as these are first responded from budget activity code for reactive road maintenance. After the emergency has been attended to, the asset and/or repair will be assessed, and any future capital project required will be assigned from either the renewals or new walls budgets.
51. Below are the (inflated) budgets for construction of new retaining walls as captured in the LTP for the next 4 years. The average annual budget is around \$3.5m which equates to roughly 7 or 8 walls a year. This needs to be caveated with the fact that

most walls don't get investigated, designed, and constructed all within the same year, with most taking around 2 to 3 years to go from project kick off to project close off.

<i>2022/23 Budget \$000's</i>	<i>2023/24 Budget \$000's</i>	<i>2024/25 Budget \$000's</i>	<i>2025/26 Budget \$000's</i>
3,901	3,404	3,812	3,037

52. The table below provides an average timeline for a typical major slip event that results in a new retaining wall. These timelines are very dependent on the amount of work occurring within the market as well as resource availability.

Event	Item	Approximate Timeframe	Running total
Slip Occurs	Treated as Dangerous Hazard	Response within 2 hours	
	Make safe and clean up slip	Up to 2 weeks	
	Geotechnical assessment of slope instability	2 weeks	1 month
	Review of geotechnical report	2 weeks	
Decision made to retain slip site	Conceptual design options	4 weeks	
	Selection of preferred option	2 weeks	3 months
Design	Procurement of design consultant	2 weeks	
	Detailed design preparation	6 weeks	5 months
	Evaluation of detailed design	2 weeks	
Preparation for Construction	Preparation of tender docs for construction	3 weeks	~ 6 months
	Tender period	6 weeks	
	Tender evaluation	3 weeks	
	Tender award	2 weeks	
	Construction planning	4 weeks	10 months
Construction	Construction period	Anywhere between 2 to 6 months	

53. The refocus onto the immediately concerning slips have had an impact on our existing work programme of retaining walls, with some projects having to be deferred to accommodate the slips. Projects such as wall renewals like the one planned for Grafton Road will now likely have to be pushed out to accommodate the investigation work and designs needed to manage the slip sites.
54. A full list of the originally planned work programme for new walls is listed in Attachment 1 for reference. This plan has now had to be amended and superseded due to the additional slip sites with some projects needing to be deferred to outer years.
55. To address the major slip sites as quickly as possible, there needs to be an uplift in budgets, resources, and the ability to procure quickly. Our analysis shows that with

sufficient budgets and resources, we could deal with all slips from 2022 over a two-year period.

56. To complete the current slip sites in addition to completing the major sites that are already on our work programme within a 2-year period, the anticipated expenditure required is shown in the table below. As can be seen, delivery within such a short timeframe requires budgets beyond what has been assigned through the LTP and results in a very ambitious programme in terms of what can be achieved with the limited resources available in both professional services as well as the construction industry⁶.

- Total cost Year 1 - \$7,413,517
- Total cost Year 2 - \$8,008,500

57. The list below is not an exhaustive list of all the affected major slip sites (total of 85 major slips in 2022) but merely contains the slips for which we have determined that Council bears responsibility under existing policies and legislation.

Row Labels	Professional Fees	Construction Costs	Total Cost	Wall Type	2022 Storm related?
Work programme for Year 1					
#111 HORNSEY RD	\$25,000	\$75,000	\$100,000	timber Pole wall	
#50-62 HORNSEY RD	\$155,415	\$910,000	\$1,065,415	anchored mesh	
27-29 Sutherland Crescent	\$60,000	\$-	\$60,000	anchored sprayed concrete wall	yes
68 HORNSEY RD	\$51,600	\$100,000	\$151,600	Tie back sprayed concrete	yes
94-100 Mortimer Terrace	\$35,000	\$175,000	\$210,000	Reinforced concrete	
Birdwood Street	\$100,000	\$-	\$100,000	Anchored mesh	yes
BREAKER BAY RD	\$150,000	\$1,800,000	\$1,950,000	Reinforced concrete piled	
Derwent Street	\$34,000	\$500,000	\$534,000	Anchored mesh	
Happy Valley Rd. outside 233	\$15,000	\$85,000	\$100,000	Basket Gabion	
HOROKIWI RD	\$35,000	\$415,877	\$450,877	Tie back timber pole	
Horokiwi Rd, by the Quarry Entrance	\$50,000	\$-	\$50,000	Design earth buttress	yes
Lennel Rd (os 24 Upper Watt St)	\$30,000	\$150,000	\$180,000	sprayed concrete and anchored mesh	yes
Lower Watt Street Nos. 3, 5 & 7	\$60,000	\$-	\$60,000	Design anchored mesh	
Main Road	\$79,900	\$300,000	\$379,900	Reshaping + subsoil drains	
ONSLow RD	\$91,000	\$340,000	\$431,000	Anchored mesh	
SAR STREET	\$60,000	\$424,326	\$484,326	anchored mesh	
Woodhouse Avenue Opps no.16 & 18	\$100,000	\$-	\$100,000	Design sprayed concrete and anchored mesh	yes

⁶ The lack of available resources has been even further exacerbated with more recent events of Cyclone Gabrielle with many Wellington resources being deployed to the more severely affected northern parts of the country.

Row Labels	Professional Fees	Construction Costs	Total Cost	Wall Type	2022 Storm related?
TAKARAU GORGE ROAD (Stage1)	\$101,150	\$665,248	\$766,398	Rip rap protection	
TAKARAU GORGE ROAD (Stage 2)	\$40,000	\$200,000	\$240,000	Design rip rap protection	
Work programme for Year 2					
10 Queens Drive	\$26,500	\$100,000	\$126,500	timber Pole wall	yes
110 Sefton Street	\$60,000	\$400,000	\$460,000		yes
13A Koromiko	\$30,000	\$100,000	\$130,000	anchored mesh	yes
27-29 Sutherland Crescent	\$40,000	\$400,000	\$440,000	Construction anchored sprayed concrete	yes
38/42 Curtis Street	\$26,500	\$75,000	\$101,500	Gravity wall	yes
4 Mortimer Terrace	\$26,500	\$150,000	\$176,500	anchored mesh	yes
86 Duncan Tce	\$11,000	\$21,000	\$32,000	anchored mesh	yes
Birdwood Street	\$75,000	\$1,000,000	\$1,075,000	Construction anchored mesh	yes
Bowen Street	\$30,000	\$100,000	\$130,000	anchored mesh	yes
Chaytor St	\$60,000	\$140,000	\$200,000	anchored mesh	yes
Horokiwi Rd, at Quarry entrance	\$100,000	\$625,000	\$725,000	construction of earth buttress	yes
Lennel Rd (os 24 Upper Watt St)	\$25,000	\$350,000	\$375,000	construction of sprayed concrete and anchored mesh	yes
Lower Watt Street Nos. 3, 5 & 7	\$40,000	\$350,000	\$390,000	anchored mesh	yes
Main Rd, 80m North opp #290 (back of 12 Leadley Lane)	\$100,000	\$650,000	\$750,000	anchored mesh	yes
Ohariu Valley Rd, opp 365	\$50,000	\$150,000	\$200,000	Timber pole	
Onslow Road (155-157)	\$150,000	\$500,000	\$650,000	Gravity concrete wall	yes
Paeroa St walkway	\$32,000	\$170,000	\$202,000	Anchored mesh	yes
TIO Tio Road	\$100,000	\$400,000	\$500,000	sprayed concrete and anchored mesh	yes
Woodhouse Avenue Opps no.16 & 18	\$80,000	\$750,000	\$830,000	Construction sprayed concrete and anchored mesh	yes
TAKARAU GORGE ROAD (Stage 2)	\$25,000	\$490,000	\$515,000	Construction Rip Rap protection	

58. We are currently working on a delivery model that will see us spread the work over a period of three to four years, noting that in the highly likely event of further slips, the programme will have to be reworked to prioritise more urgent remediation efforts. This delivery model will be updated in time for the LTP, to show the required expenditure to accelerate the programme.

Events in the future

59. In 2006, NIWA conducted a study titled *Impacts of long-term climate change on weather and coastal hazards for Wellington City*. A key finding in that study was that high intensity rainfall events are likely to increase between 1% and 28%. Estimates of this change were made for five locations across the city (Karori, Kelburn, Tawa, Makara and Wellington Airport) for a range of rainfall durations from (10 minutes to 74 hours) and for intensities likely to be experienced on average over a range of timescales (from on average once every 2 years to once every 100 years).
60. As an example of what this could mean, a 24-hour rainfall event at Wellington Airport that would have been expected to occur on average about once every 50 years back in 2006, could occur on average about once every 35 years by 2030.
61. This means that future slip events are also likely to occur more frequently and potentially at a greater scale over the short to medium term and unless future increases in temperature are controlled could increase even more over the long term.
62. Slip events are not the only challenge predicted by the report for Wellington city, with increases in sea level rise, high wind events and storm surges also predicted as climate change increases its effects on the natural environment and weather patterns. In addition to climate change mitigation efforts, adaptation steps will be critical to ensure that the city is resilient for future weather events. This will include increasing our capability and capacity levels in terms of emergency management as well as funding key resilience efforts.

Ngā mahinga e whai ake nei | Next actions

63. Council Officers will continue to evaluate how best to programme the remediation efforts post the 2022 slip events. This will include evaluation of items such as:
 - Speeding up procurement activities by engaging in design & build contracts
 - Retaining panels of suppliers to be accessed in an emergency
 - Investigate the possibility of reprioritising other non-emergency related work activities to make allowance for slip remediation
64. Officers will undertake a review of the available budgets for resilience activities in time for the next LTP with a view on ensuring that funds are deployed into climate change adaptation strategies as well as mitigation.
65. Officers have identified that a policy review is required in line with Council's rights, obligations, and relevant legislation and this policy review is currently underway with recommendations presented to the Council before the end of 2023.
66. In addition, the Council will continue to trial innovative solutions such as the monitoring system from Victoria University used on the banks of Ngaio Gorge post the slip event in 2017 to sense earth movement. This type of monitoring would inform early and better communication and coordination in a slip response.

Attachments

Attachment 1. [Forward Works Programme - New Walls](#)  

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Fiscal Year	Street/Asset	Suburb	Start	End	Tech. Priority	Labour Cost	Professional Services fees (est. 2% Conts)	Construction cost (Estimated)	Total estimated cost (without Internal Labour Cost)	Total Estimated Costs with Internal Labour Charges	Project Purpose	Proposed Works
2022-23	Chester Road	Tawa	Comments	Woodstock Terrace	H	\$ 24,000.00	\$ 75,000.00	\$ 300,000.00	\$ 375,000.00	\$ 399,000.00	Assist the Roading programme to upgrade the existing suspended concrete footpath which is in deteriorating condition and needs replacing under roading contract.	Demolish concrete footpath, construct timber pole/lagging retaining wall and backfill to restore footpath.
2022-23	Evans Bay Parade	Hataitai	Maida Vale Road	Rata Road	H	\$ 10,000.00	\$ 31,250.00	\$ 125,000.00	\$ 156,250.00	\$ 166,250.00		
2022-23	Farnham Street	Mornington	Havelock St	Priscilla Cres	H	\$ 1,600.00	\$ 20,000.00	\$ 200,000.00	\$ 220,000.00	\$ 221,600.00	To remediate a bank following a slip in April 2020 and that was assessed as having a HIGH RISK of further failure with the safety hazard of debris onto the road below.	Remediate the slip area with a designed anchored netting system.
2022-23	Mana Street	Brooklyn	Krull St	cul-de-sac	H	\$ 10,000.00	\$ 31,250.00	\$ 125,000.00	\$ 156,250.00	\$ 166,250.00	Assist the Roading Team to eliminate the safety hazard at the cul-de-sac.	Construct a timber pole/lagging retaining wall and widen the road to improve the turning circle.
2022-23	Marine Parade	Seabourn	Avia Road	Penlands Avenue	H	\$ 40,000.00	\$ 125,000.00	\$ 500,000.00	\$ 625,000.00	\$ 665,000.00	Erosion of coastal bank undermining carriageway above.	Supply and install precast stone-faced panels to build new seawall to support road above.
2022-23	Ohio Rd	Brooklyn	Tanera Crescent	Todman Stre	H	\$ 32,000.00	\$ 100,000.00	\$ 400,000.00	\$ 500,000.00	\$ 532,000.00	Bank failure, safety hazard to road users below. Section of road is narrow too causing safety hazard to road users particularly trucks to the lanefill.	Cut bank to widen road.
2022-23	Queens Drive	Houghton Bay	Houghton Bay Road	Brighton Street	H	\$ 56,000.00	\$ 175,000.00	\$ 700,000.00	\$ 875,000.00	\$ 931,000.00	Erosion of coastal bank undermining carriageway above.	Supply and install precast stone-faced panels to build new seawall to support road above.
2023-24	Collins Ave	Tawa	Mahoe St	Woodman Dr	M	\$ 10,000	\$ 30,000	\$ 125,000	\$ 155,000	\$ 165,000	Slumping road surface, approx 28m, most likely that uncompact fill under the road is creeping towards the stream and/or settling under its own weight.	Long term solution is a retaining wall to prevent further creep towards the creek.
2023-24	Waipau Rd	Kelburn	Chaytor St	D End	M	\$ 6,400	\$ 25,000	\$ 80,000	\$ 105,000	\$ 111,400	On going rockfall is occurring on a steep roadside in this section of a light road corner limiting line of sight for south bound vehicles	Sealing and/or spraying with fibre reinforced concrete on the worst areas to reduce on going rockfall
2023-24	Wilton Rd	Wadestown	Wadestown Rd	Purakau Ave	M	\$ 4,000	\$ 25,000	\$ 50,000	\$ 75,000	\$ 79,000	Large slip (8x 3)m bank affecting B Bridge. Head of slip affecting road edge and handrail of Wilton Rd	Spray concrete upper half of road with anchors
2023-24	Horokiki Rd	Horokiki	Woolston Way	D End	VH	\$ 28,000	\$ 87,500	\$ 350,000	\$ 437,500	\$ 465,500	30% of section along edge of steep gullys with top rocks. Cracking observed	Anchored Timber Pole Wall
2023-24	Jackson St	Island Bay	Melbourne Rd	Volga St	M	\$ 2,400	\$ 15,000	\$ 30,000	\$ 45,000	\$ 47,400	Retaining wall is breaking	Replace/renew wall
2023-24	Naughton Terrace	Kilbirnie	Crawford Road	Duncan Terrace	VL (in 2018)	\$ 16,000.00	\$ 50,000.00	\$ 200,000.00	\$ 250,000.00	\$ 266,000.00	Bank was assessed following slip and continuous frettering onto road below and undermining road above.	Pinned rockfall netting
2024-25	Tio Tio Road	Strathmore	Beacon Hill Road	Fettes Cres	H	\$ 18,000.00	\$ 56,250.00	\$ 225,000.00	\$ 281,250.00	\$ 299,250.00	Bank slips at 4 locations within 50m on the same road with Confirm Enquiries from affected residents requesting stabilisation of the bank.	Anchored netting system over bank face
2024-25	Makara Rd	Makara	Makara Road	Makara Beach Road	H	\$ 24,000.00	\$ 75,000.00	\$ 300,000.00	\$ 375,000.00	\$ 399,000.00	Initial Assessment of ground stability by T+T and assessed as HIGH RISK of failure.	Gabron Wall above concrete blocks.
2024-25	Stanley Street	Berhampore	Comments	Duppa St	M	\$ 9,600.00	\$ 30,000.00	\$ 120,000.00	\$ 150,000.00	\$ 159,600.00	Bank was assessed following slip and continuous frettering onto road below and undermining road above.	Pinned rockfall netting
2024-25	Sutherland Road / Sutherland Cres CNR	Melrose	Manchester Street	Rodrigon Road	H	\$ 8,000.00	\$ 25,000.00	\$ 100,000.00	\$ 125,000.00	\$ 133,000.00	Bank was assessed after safety concerns on pedestrians were raised	Re-grading of bank was carried out in Aug 2018 with the annual monitoring and if required, a pinned netting to be implemented.
2024-25	Taft Street	Brooklyn	Taft Street	Mornington Road	H	\$ 8,000.00	\$ 25,000.00	\$ 100,000.00	\$ 125,000.00	\$ 133,000.00	Bank was assessed following property owner concerns (through Enquiry) of continuous frettering onto road below and undermining road above.	Pinned netting with hydro-seeding over it
2024-25	Waikato Street	Island Bay	Comments	cul-de-sac	L (in 2018)	\$ 12,000.00	\$ 37,500.00	\$ 150,000.00	\$ 187,500.00	\$ 199,500.00	Bank was assessed following slip and continuous frettering onto road below and undermining road above.	New timber pole/lagging retaining wall to support the road carriageway.
2024-25	Middleton Rd	Glenside	Rowells Rd	Richmond Hill	L						Significant tilting of sign rails/batterboards which is holding up the road edge. Also cracks are visible on the road surface nearer the edge.	Retaining structure to support the road edge.
2025-26	Huntington St	Wilton			M		\$ 2,500	\$ 10,000	\$ 12,500	\$ 12,500	Boundary at risk (0.5m) property will be at risk 2 yrs out. Timber crib, see T&T BR.	Add Piles onto slab to slab can cantilever. If this is done undermining will not be such an issue. Private issue, I feel
2025-26	Sar St	Wadestown			M				#VALUE!	#VALUE!	Slip on bank above road. Imminent rock fall? 6.5m x 12	Install Rock Fall Mesh with anchors
2025-26	Devon St	Aro Valley			M			\$62,500	\$62,500	\$62,500	Private land at risk. Failure of the unsupported headscarp and marginally stable area to road.	Construct 20m long by 3m high sprayed concrete wall to support headscarp
2025-26	Tio Tio Road	Strathmore	Broadway	Beacon Hill Road	H	\$ 12,000.00	\$ 37,500.00	\$ 150,000.00	\$ 187,500.00	\$ 199,500.00	Continuous bank frettering and slips with Confirm Enquiries from affected residents requesting stabilisation of the bank.	Anchored netting system over bank face
2025-26	Tio Tio Road	Strathmore	Beacon Hill Road	Fettes Cres	H	\$ 18,000.00	\$ 56,250.00	\$ 225,000.00	\$ 281,250.00	\$ 299,250.00	Bank slips at 4 locations within 50m on the same road with Confirm Enquiries from affected residents requesting stabilisation of the bank.	Anchored netting system over bank face
2026-27	Donald St	Karori			M		\$12,500	\$50,000	\$62,500	\$62,500	Landslip on bank supporting driveway to 85.87 89 & 91 Donald Street	Construct 5 m high crib wall along 22m of the cut
2026-27	Salamanca Rd	Kelburn			H		\$50,000	\$200,000	\$250,000	\$250,000	Bank failed in 2005. And has not failed since	Sprayed concrete Wall
2026-27	Barnard St	Wadestown			M				\$0	\$0	Footpath dropped down 20mm with respect to kerb level, rotation of timber packing, possibility of tension cracking developing beneath the footpath.	carry out further investigation to come up with solution to stabilise slope?
2026-27	Middleton Rd	Glenside	Rowells Rd	Richmond Hill	L						Scouring of signrails and road edges due to road SW issues. Three northern posts of a shallow walkway rotated outwards.	Retaining structure and an appropriate drainage structure to protect the road edges from further scouring which will lead to further undermining
2027-28	Birdwood St	Karori			VL - M			\$375,000	\$375,000	\$375,000	On-going/increased slips along the whole street	Rock fall netting (but substantial compared to maintenance cost of clearing the slips)
2027-28	Opau Rd	Makara	Makara Rd	D End	M-L				\$0	\$0	Slips on top section of bank supporting Opau Rd. With a narrow shoulder, the edge of the narrow road will be affected with further slips	Retaining wall to support the road (pref. timber pole)
2028-29	Mortimer Tce	Brooklyn	Durham St	Durham Cres	L		\$ 25,000.00	\$ 75,000.00	\$100,000	\$100,000	The bank next to a retaining is undermining where Durham St is on top. Durham St kerb/channel were cracked in this section. A tree is keeping the bank intact.	A retaining wall to extend the existing walls and cover this affected area.
2028-29	Wade St	Wadestown			M-L				\$0	\$0	Eng No. 2139724. A slip has fallen and may continue to fall and may cause instability of the road. Road is lying on top of the slipping bank. Noticed that this section of road does not have a rib to control any runoff coming from the road/upstream.	retaining structure
2029-30	Moorefield Rd	Johnsonville	Broderick Rd	Wanaka St	L		\$22,000	\$200,000	\$222,000	\$222,000	The bank was cut for widening of Moorefield Rd and Broderick Rd intersection when the overbridge was replaced. Approx 100m long with steep to near vertical slope. Similar slips are likely to occur incl falling down of overhang portions.	Cantilever timber pole wall with timber lagging.

PRIORITY INVESTMENT QUARTERLY REPORT

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee provides an overview of the status of Wellington City Council's priority investment projects and programmes.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated medium 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

Risk

- Low Medium High Extreme

Authors	Andrew Cowie, Manager Project Mgmt Office Rebecca Adams, Chief Advisor to CIO
Authoriser	Chris Mathews, Manager Waste, Water and Resilience

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

- 1) Receive the information.
- 2) Note that this report is intended to meet the requirement of the Environment and Infrastructure Committee's responsibility to monitor and provide oversight for significant projects within its area of focus.

Whakarāpopoto | Executive Summary

2. The Priority Investment portfolio (the portfolio) has settled into a regular reporting rhythm, which is being enhanced by the new Paiaka project management tool.
3. Financial progress for the portfolio is on track, with a forecast Whole of Project Cost (WOPC) overspend of less than 1%. Note that WOPC covers the full delivery life of all projects within the portfolio, rather than being a standardised timeframe.
4. The overall financial progress for the Priority Projects reports an in-year spend of 45% in the first 6 months of the year.
5. It's pleasing to note that the volume and quality of risks being reported across the portfolio has increased due to widespread project management training.
6. Risk and issue management has also improved in the last six months across the spectrum of Council projects, not just the Priority Investments
7. There are no actions sought from the committee at this time.

Takenga mai | Background

8. The report provides an overview of the status of Wellington City Council's priority investment projects and programmes. The report is provided on a quarterly basis to the Environment and Infrastructure Committee and provides a snapshot of the health of each project and programme, against the parameters of project timelines, project budget and project scope.
9. The Council's capital programme over the next ten years is valued at \$3.2billion.
10. The Priority Investments represent most of the expenditure and risk within the Council's capital programme, but only contain a portion of the total number of projects underway within Council at any point in time.
11. Note that there are seventeen projects within the Priority Investment Report which represent key projects and initiatives underway to meet our priority objectives from the Long-Term Plan.

Kōrerorero | Discussion

12. Previous reports have highlighted the COVID 19 related contingency costing and budgeting issues. COVID-19 remains a challenging factor for delivery, particularly in regard to supply chain delays.
13. Scope creep is another common risk theme. It is expected that this will reduce as Council's project management maturity increases. Increased maturity includes better management of project change, which is where scope creep can be identified and controlled.

14. Risk and issue management has improved in the last six months across the spectrum of Council projects, not just the Priority Investments. This is an indication of increasing project management maturity and will be further enhanced with the new Paiaka project management tool.
15. The overall financial progress for the Priority Projects reports an in-year spend of 45% in the first 6 months of the year. At present the end of year forecast is tracking for a 5.6% overspend. The focus will be ensuring project forecasts remain realistic.
16. Note that Cycleways, Evans Bay Parade Stage 2 project is indicating a 1555% overspend in the current FY. The approved in-year FY budget was \$100k to develop the business case. The current end-of-FY forecast is \$1.655m due to the design works and pre-implementation activities being brought forward. This is a phasing variance only hence the overall green rating, but amber finance rating.
17. Note the difference in reporting information. Quantitative data is as at 31 Dec 2022 to match performance reporting at the end of Q2. Commentary, however, is as at end of Jan 2023 to provide the most up-to-date information.

Ngā mahinga e whai ake nei | Next actions

18. The next quarterly Priority Investment Report will be submitted to the Long-Term Plan, Finance and Performance Committee in May 2023.

Attachments

Attachment 1. WCC Priority Investment Report FY2022-23 Quarter 2 Report to Environment & Infrastructure Committee [↓](#)  Page 34

Wellington City Council

Priority Investments (PI)

FY2022-23 Quarter 2 Report
to Environment & Infrastructure Committee

Overall Delivery Confidence RAG

The Programme/Project Overall Delivery Confidence RAG represents the WCC's view of a project's ability to deliver against its defined programme/project parameters
- Budget, Schedule, Scope, Benefits, Risks, Issues, Resources, Engagement & Communications, Change Control, Health & Safety, and Dependencies.

GREEN (G)

Successful delivery of the project against its project parameters appears on track as planned, and there are no major outstanding issues or risks that appear to threaten delivery.

AMBER (A)

Successful delivery of the project against its project parameters appears feasible but significant issues already exist, requiring management attention. These appear resolvable at this stage and, if addressed promptly, should not present a cost/schedule overrun or loss/delay of benefits.

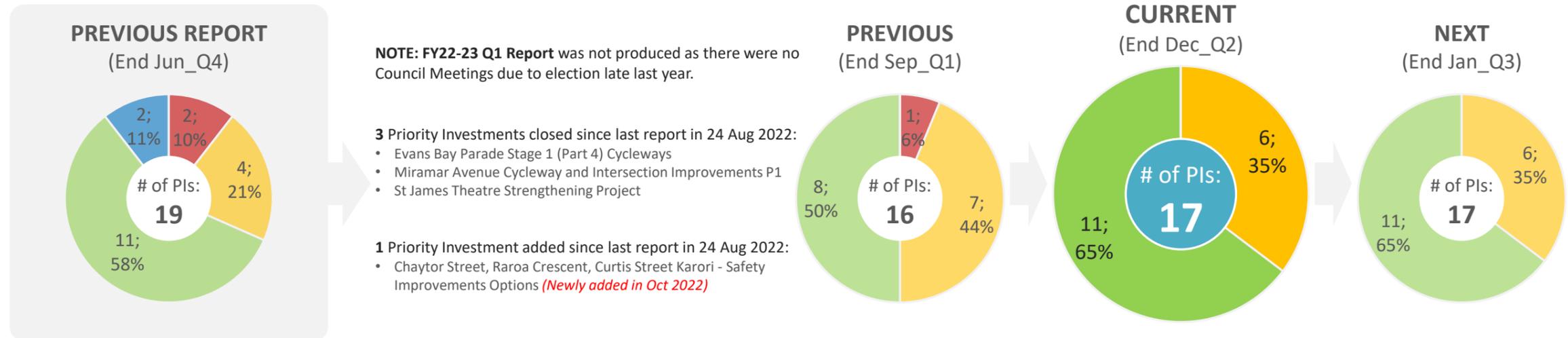
RED (R)

Successful delivery of the project against its project parameters appears to be unachievable. There are major issues with schedule, budget, resource, quality and/or benefits delivery, which at this stage do not appear to be resolvable. The project may need re-scoping and/or its overall viability reassessed.

FY 2022-23 WCC Priority Investment Overview (1/2)

PRIORITY INVESTMENT OVERALL DELIVERY CONFIDENCE RAG

■ Red ■ Amber ■ Green ■ No longer reporting (Project Delivery Complete) ■ Not applicable/Not stated in the Status Report ■ No status report

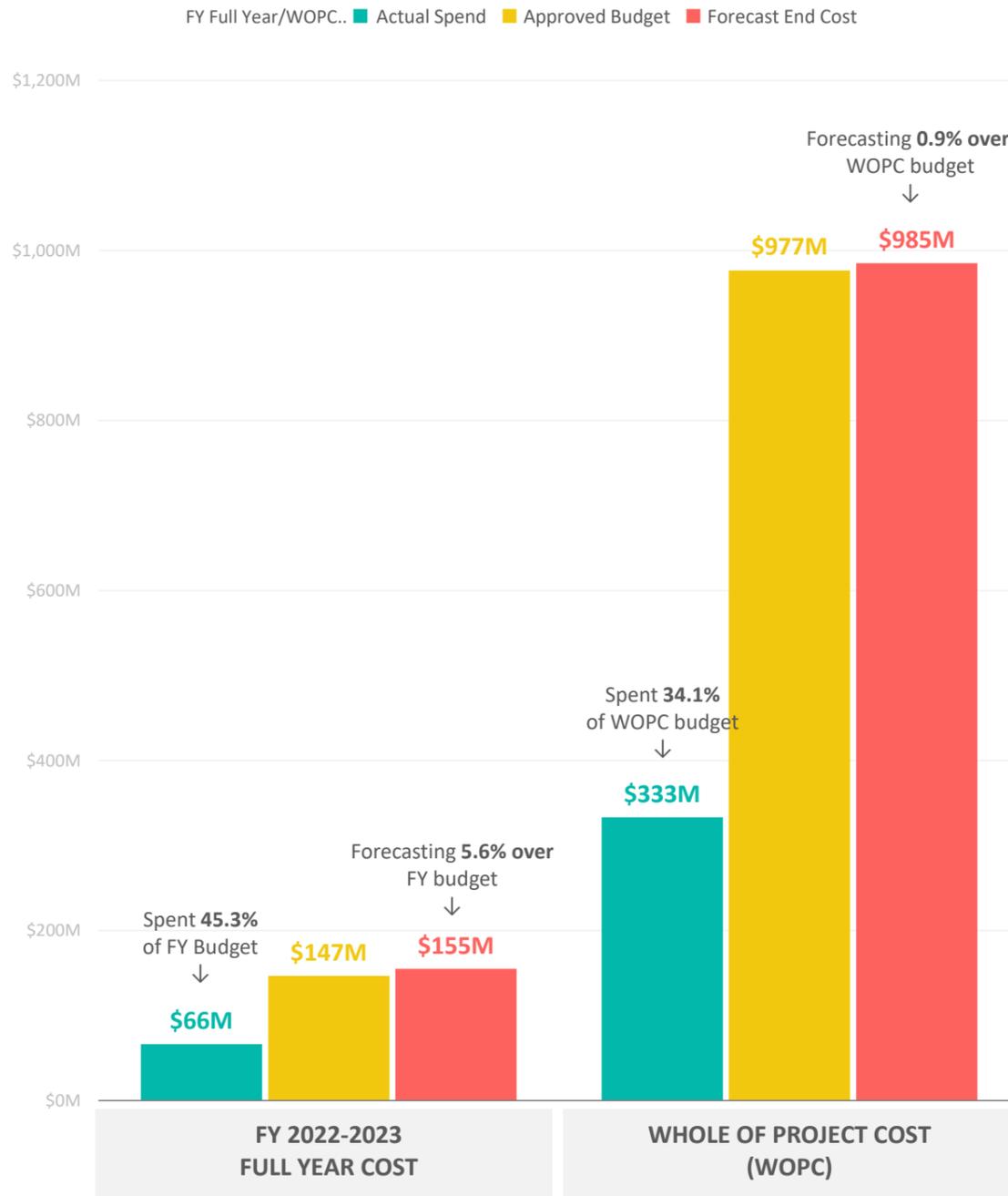


PRIORITY INVESTMENT BY IDF STAGE & CLOSING FY

	STAGE 1 - CONCEIVE	STAGE 2 - DEVELOP	STAGE 3 - PLAN	STAGE 4 - DELIVER	STAGE 5 - CLOSE
# of PIs:	3	1	3	10	0
Project delivery due to close during...	FY 22-23 (10)	Te Ngākau	Frank Kitts Park Programme	Trans Prog - Botanic Gd to Waterfront Trans Prog - Newtown to City Tākina Ngaio Gorge Slope Stabilisation	
	FY 23-24 (5)			Frank Kitts Park - Playground Cycleways - The Parade Upgrade Cycleways - Evans Bay Pd S1_P3 Cycleways - Evans Bay Pd S2	
	FY 24-25 (4)	Chaytor St, Raroa Cres, Curtis St Karori - Safety Improvements (<i>Newly added</i>)		District Plan Review Town Hall Redevelopment	
	FY 25-26 (2)		Sludge Minimisation Facility	Te Matapihi (Central Library)	
	FY 26..31 (4)	Housing Upgrade Prog P2		Zero Waste Programme	

FY 2022-23 WCC Priority Investment Overview (2/2)

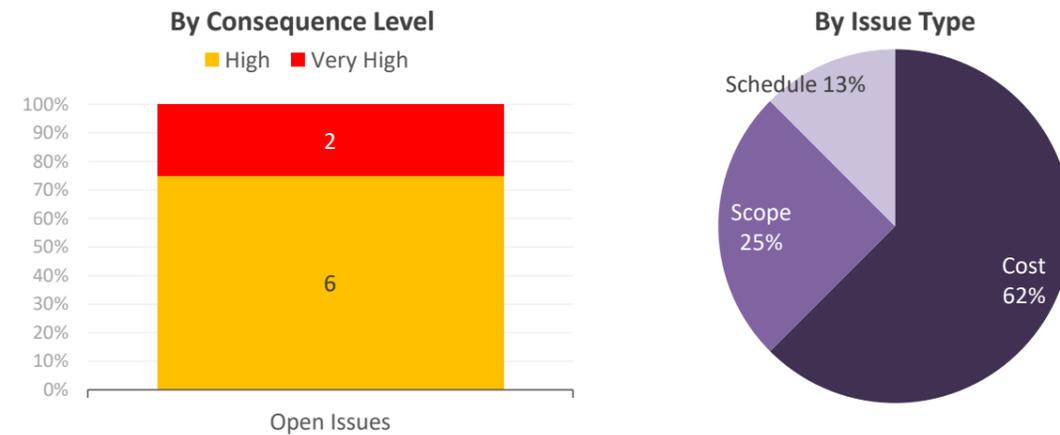
FINANCIAL PROGRESS FOR PRIORITY INVESTMENT (CAPEX + OPEX)



NOTE: Financials from 3 Priority Investments (Frank Kitts Park Prog / Pōneke Promise / Zero Waste Prog) are not included above

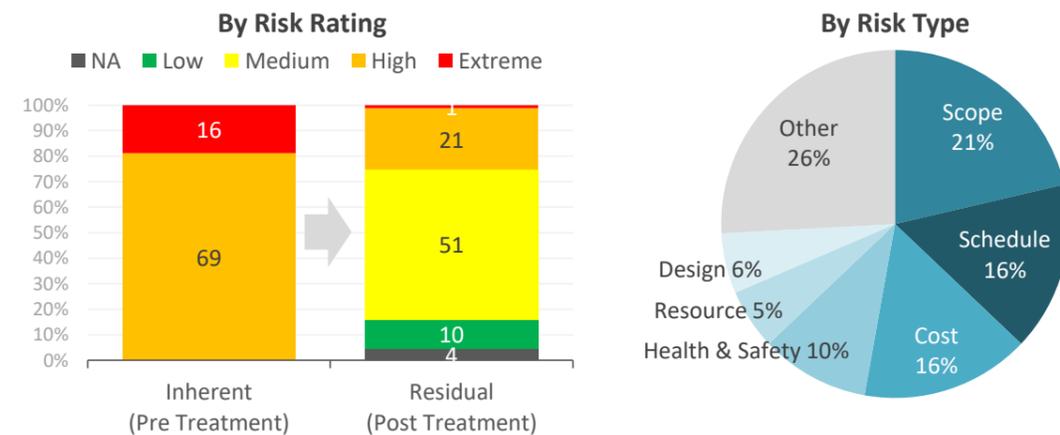
OPEN HIGH & VERY HIGH ISSUES (TOTAL: 8)

Priority Investment Status Reports capture open Issues with Consequence Level rated High or Very High.



OPEN HIGH & EXTREME RISKS (TOTAL: 85)

Priority Investment Status Reports capture open risks with Inherent Risks rated High or Extreme.

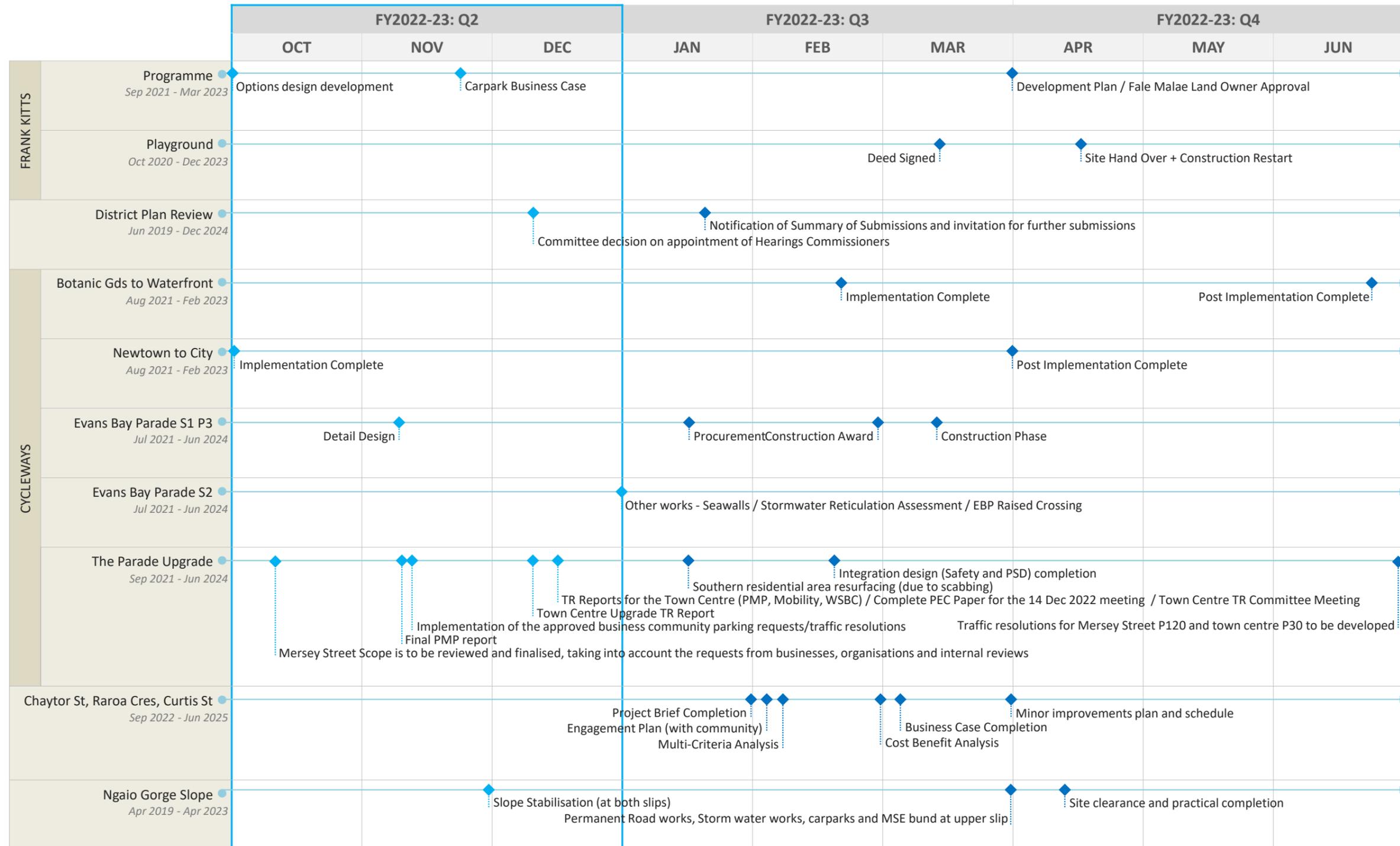


The common themes below account for majority of the High/Extreme risks:

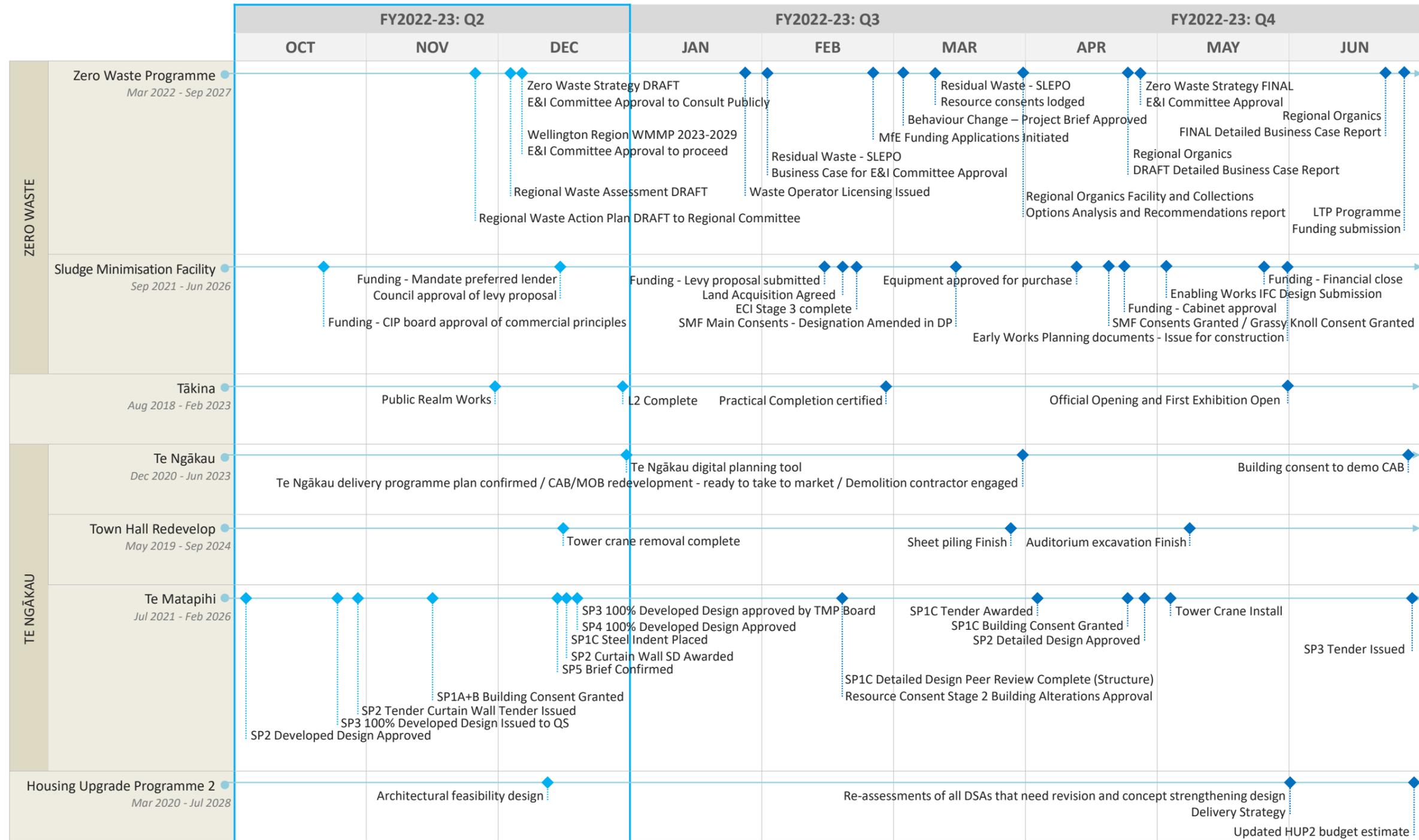
- **Scope:** Scope creep impacting schedule and cost
- **Schedule:** Approval delay, Third party dependencies, Supply chain constraints impacting schedule and cost
- **Cost:** Soaring material costs/insufficient budget/unanticipated or additional scope causing cost increase

Scope creep impact has been the common risk factor across the projects. Additional requests, lack of task prioritization and poor communication have been the main factors in **delays** and **cost pressure** which have set back projects from their original project plans. The trend has been verified as most of the open issues are linked to dealing with scope creep.

FY 2022-23 WCC Priority Investment Key Milestones & Deliverables (1/2)



FY 2022-23 WCC Priority Investment Key Milestones & Deliverables (2/2)



WCC Priority Investment Performance Report by Individual Projects

FY 2022-23 Quarter 2 Status

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

- **RED (R)** : Successful delivery of the project against its project parameters appears to be unachievable. There are major issues with schedule, budget, resource, quality and/or benefits delivery, which at this stage do not appear to be resolvable. The project may need re-scoping and/or its overall viability reassessed.
- **AMBER (A)** : Successful delivery of the project against its project parameters appears feasible but significant issues already exist, requiring management attention. These appear resolvable at this stage and, if addressed promptly, should not present a cost/schedule overrun or loss/delay of benefits.
- **GREEN (G)** : Successful delivery of the project against its project parameters appears on track as planned, and there are no major outstanding issues or risks that appear to threaten delivery.
- **NOT APPLICABLE/NOT STATED IN THE STATUS REPORT (NA)**
- **NO STATUS REPORT (NR)**

#	PROGRAMME - PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
FRANK KITTS PARK											
1	Frank Kitts Park Programme (Covers: Geotech assessments, Demolition Plan, Chinese Garden, Fale Malae and Wider Development Plan)	SRO: Liam Hodgetts (CPO) Business Owner: Phil Becker Prog. Manager: Rachael Watts	Start - End Date: Sep 2021 - Mar 2023 <i>Original Date:</i> - Jun 2022 IDF Stage: 2. Develop	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> Approved Budget: - - Spend to Date: - - Forecast End Cost: - - (Variance): (-) (-) over budget ▲ under budget ▼	G	G	G	G	G	G	<p>This project is to develop a plan for the Frank Kitts Park programme of work. In order to do this, a preferred design option must first be developed and approved, followed by a decision around the Fale Malae proposal. Demolition/Construction of Individual Park features will be delivered under their own projects. Note that the Fale Malae project is external to WCC.</p> <p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Revised comms and engagement material complete. Timeline developed to commence commercial negotiations. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Mana Whenua resourcing indicated at Amber and whilst actively managed will remain at amber until wider resourcing issues/ strategic support by WCC can be established. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Approval of comms and engagement material by SRO. MOU Developed between WCC/ Fale Trust to support commercial negotiations.
2	Frank Kitts Park - Playground (Te Aro Mahana)	SRO: Liam Hodgetts (CPO) Business Owner: Paul Andrews; Phil Becker Project Manager: Natalie Clausen	Start - End Date: Oct 2020 - Dec 2023 <i>Original Date:</i> 2007 - 2009 IDF Stage: 4. Deliver	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> *\$ 2.500m Approved Budget: \$ 9.358m \$ 3.695m Spend to Date: \$ 3.173m \$ 0.896m Forecast End Cost: \$ 9.358m \$ 2.600m (Variance): (-) (29.6% ▼) over budget ▲ under budget ▼	A	R	A	G	A	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> CAPEX rescheduling paper approved by Council 15 December: <ul style="list-style-type: none"> Additional budget Specialist PM services to be engaged to manage construction contract. Deed still not signed. WCC Legal in discussions with Liquidators re Deed. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> The delays to signing the Deed continues to create issues and increasing risks for the project: <ul style="list-style-type: none"> Downer not able to secure subcontractors and subcontractor pricing which is likely to reflect in cost increases. Risk of resources abandoning the project (subs) as they not contractually bound. Delay is impacting schedule which is impacting budget. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Deed of Novation to be signed: Mar 23 Homegrown establishes: 7-23 March 23 Construction restarts: Apr 2023* Practical Completion: Dec 2023* <p>*subject to signing of the Deed Mar 23</p>

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
3	District Plan Review	SRO: Liam Hodgetts (CPO) Business Owner: John McSweeney Prog. Manager: Adam McCutcheon	Start - End Date: Jun 2019 - Dec 2024 <i>Original Date: Jun 2019 - Dec 2024</i> IDF Stage: 4. Deliver	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> \$ 17.027m Approved Budget: \$ 19.930m \$ 2.902m Spend to Date: \$ 7.722m \$ 0.343m Forecast End Cost: \$ 19.930m \$ 2.902m (Variance): (-) (-) over budget ▲ under budget ▼	A	G	A	G	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Overall status is amber. On 23 June 2022 the Pūroro Āmua Planning & Environment Committee approved the Proposed District Plan (with amendments), for formal notification on 18 July, 2022. This is a significant milestone and is the commencement of the formal statutory process. The Hearings will begin in February, and we have eight Commissioners, including those with Tikanga Māori experience. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> We are experiencing pressure with the work programme regarding submission evidence processing, report writing, training of new starters, and scheduling submitters for the Hearings. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Training staff for hearings presentation and processes, writing evidence reports for the Hearings and contracting consultants for hearings support. The major focus is the hearings start date of February 21 for the first stream, Strategic Direction, which involves the full panel of eight commissioners for two weeks.

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
TRANSITIONAL CYCLEWAY PROGRAMME											
4	Transitional Cycleways - Botanic Gardens to Waterfront	SRO: Vida Christeller Business Owner: Claire Pascoe Project Manager: Renee Corlett	Start - End Date: Aug 2021 - Feb 2023 <i>Original Date: Aug 2021 - Sep 2022</i>	Aug 2021 - Feb 2023 <i>Aug 2021 - Sep 2022</i>	G	A	G	G	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Tinakori Road and Bowen Street separated uphill cycleway complete. Downhill Bowen street road markings happening this week weather dependent. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> No current risks or issues <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Whitmore Street enabling works started.
		IDF Stage: 4. Deliver									
		FINANCIALS (O+C)	WOPC	FY22-23							
		<i>Original Budget:</i>	<i>\$ 2.209m</i>								
		Approved Budget:	\$ 2.872m	\$ 2.168m							
		Spend to Date:	\$ 1.297m	\$ 0.541m							
		Forecast End Cost:	\$ 2.872m	\$ 2.168m							
		(Variance):	(-)	(-)							
		over budget ▲									
		under budget ▼									
5	Transitional Cycleways - Newtown to City	SRO: Vida Christeller Business Owner: Claire Pascoe Project Manager: Renee Corlett	Start - End Date: Aug 2021 - Feb 2023 <i>Original Date: Aug 2021 - Jun 2022</i>	Aug 2021 - Feb 2023 <i>Aug 2021 - Jun 2022</i>	R	A	A	A	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Construction of cycleway and resealing on Adelaide Road complete <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Removal of loading zone concerns for BATS theatre - On going conversations and investigating alternatives Concerns from blind and low vision and CCS disability action group around the Bus Stop platforms, new asphalt trial to take place in April Significant traffic delays expected on Kent Terrace when lanes are removed. Comms required to prepare community with letter and VMS board and monitoring of impacts. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> 24/7 Bus lane enforcement warning and enforcement begins March Courtney Place enabling work completed
		IDF Stage: 4. Deliver									
		FINANCIALS (O+C)	WOPC	FY22-23							
		<i>Original Budget:</i>	<i>\$ 3.812m</i>								
		Approved Budget:	\$ 4.801m	\$ 2.840m							
		Spend to Date:	\$ 2.458m	\$ 0.847m							
		Forecast End Cost:	\$ 4.801m	\$ 2.840m							
		(Variance):	(-)	(-)							
		over budget ▲									
		under budget ▼									

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
CYCLEWAYS PROGRAMME											
6	Cycleways - Evans Bay Parade Stage 1 (Part 3)	SRO: Siobhan Procter (CIO) Business Owner: Brad Singh Project Manager: Stephen Harte	Start - End Date: Jul 2021 - Jun 2024 <i>Original Date:</i> IDF Stage: 4. Deliver		G	G	A	G	A	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Detailed design completed. Contractor on board. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Concerns from Pahia Street residents with regard to developed Design. Mitigation: engagement with Pahia street residents on options has been conducted, minor alterations to design in Weka Bay will be incorporated. Building consent for seawall declined, as new wall is on top of old seawall, for which there wasn't much physical evidence of condition. Mitigation: further geotech tests to determine stability of old wall and bearing capacity of ground have been commissioned. Once results are back consultant will conduct geotech and structural analysis to determine stability and support for new wall on top of old seawall. The technical report will inform an amended consent application to the BCA. If results show old wall not in good condition – then a modified seawall design will be put forward for consent app. Lizard Management Plan (LMP) has been received behind programme; this has shown we need a Wildlife Act Authority (WAA). Due to resource constraints in DOC this WAA can take up to 6 months to approve, couldn't start WAA app without LMP. Mitigation: Discuss LMP with consultant to determine which areas within the project site can begin work without effecting lizards, as they are not found across the entire site or within the seawall construction zones. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Procurement of Physical Works – Jan 23 Construction Start – End of March 23 and over 18 months
			FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> Approved Budget: \$ 15.003m \$ 2.900m Spend to Date: \$ 0.943m \$ 0.394m Forecast End Cost: \$ 15.000m \$ 3.943m (Variance): (-) (36.0%▲) over budget ▲ under budget ▼								
7	Cycleways - Evans Bay Parade Stage 2	SRO: Siobhan Procter (CIO) Business Owner: Brad Singh Project Manager: Megan McDonald	Start - End Date: Jul 2021 - Jun 2024 <i>Original Date:</i> IDF Stage: 3. Deliver		G	G	G	A	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Aecom are underway with detailed design, other consultants have begun work on seawall design and urban design. Aiming for detailed design to be completed by the end of July 2023. Need to finalise a cost estimate for the seawalls so that we can secure Waka Kotahi funding for the enabling seawalls work. Megan McDonald taking over as interim PM until new PM can be recruited. <p>KEY RISKS & MITIGATIONS:</p> <ul style="list-style-type: none"> There is a risk that Waka Kotahi funding may not be available in the 2024-27 NLTP period. Mitigation: work closely with Waka Kotahi. Should be able to begin construction second half of 2024. Apply for seawall and enabling works funding ahead of main construction funding. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Finalise cost estimate for seawalls, and complete funding application for seawalls to Waka Kotahi in March.
			FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> Approved Budget: \$ 12.759m \$ 0.100m Spend to Date: \$ 0.881m \$ 0.219m Forecast End Cost: \$ 13.377m \$ 1.655m (Variance): (4.8%▲) (1555.5%▲) over budget ▲ under budget ▼								

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
CYCLEWAYS PROGRAMME											
8	Cycleways - The Parade Upgrade	SRO: Siobhan Procter (CIO) Business Owner: Brad Singh Project Manager: Patrick Padilla; Lindsey Hill	Start - End Date: Sep 2021 - Jun 2024 <i>Original Date: Dec 2020 - Jun 2024</i> IDF Stage: 4. Deliver	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget: \$ 15.450m</i> Approved Budget: \$ 15.450m \$ 1.489m Spend to Date: \$ 2.836m \$ 0.780m Forecast End Cost: \$ 12.845m \$ 1.190m (Variance): (16.9% ▼) (21.1% ▼) over budget ▲ under budget ▼	G	G	G	G	G	G	GENERAL UPDATE: <ul style="list-style-type: none"> Approval received by the Regulatory Process Committee (on 15 December 2022) to proceed with the town centre improvements Detailed design integration for the Safety Improvements plan and Public Spaces plan is ongoing. Resurfacing remedial works between Medway Street and Reef Street is scheduled for 19 January 2023. KEY RISKS/ISSUES & TREATMENTS: <ul style="list-style-type: none"> (Issue) No issues at this time. (Risk)) The project is to be re-costed at 50% design in April to ensure the project can be delivered within the allocated budget. We will take that opportunity to value engineer the project to manage the risk of cost escalation. KEY MILESTONES FOR THE NEXT REPORTING PERIOD: <ul style="list-style-type: none"> 50% design of a safety and public spaces design to be completed by April 2023.
9	Chaytor Street, Raroa Crescent, Curtis Street Karori - Safety Improvements Options <i>(Newly added)</i>	SRO: Siobhan Procter (CIO) Business Owner: Brad Singh Project Manager: Patrick Padilla	Start - End Date: Sep 2022 - Jun 2025 <i>Original Date:</i> IDF Stage: 1. Conceive	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> Approved Budget: \$ 0.150m \$ 0.150m Spend to Date: \$ 0.051m \$ 0.051m Forecast End Cost: \$0.131m \$0.131m (Variance): (12.4% ▼) (12.4% ▼) over budget ▲ under budget ▼			G	G	G	G	GENERAL UPDATE: <ul style="list-style-type: none"> Project Brief has been approved by the SRO. MCA has been completed, BCR underway Minor improvements: is being scheduled for delivery by the end of FY 22/23. Community Engagement: Updated Comms plan is in development to include minor works, project updates, next steps, and timeframes Business Case: is still in progress. Funding requirements has been given to the Finance team to include in the 2023 Annual Plan. KEY RISKS/ISSUES & TREATMENTS: <ul style="list-style-type: none"> No risks at this time. KEY MILESTONES FOR THE NEXT REPORTING PERIOD: <ul style="list-style-type: none"> Completion of the Cost Benefit Analysis and Business Case by the end of February 2023.

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
10	Ngaio Gorge Slope Stabilisation Improvement	SRO: Siobhan Procter (CIO) Business Owner: Brad Singh Project Manager: Sarath Amarasekera	Start - End Date: Apr 2019 - Apr 2023 <i>Original Date:</i> IDF Stage: 4. Deliver	FINANCIALS (O+C) WOPC FY22-23 <i>Original Budget:</i> Approved Budget: \$ 10.395m \$ 3.100m Spend to Date: \$ 10.747m \$ 2.706m Forecast End Cost: \$ 11.141m \$ 3.600m (Variance): (7.2%▲) (16.1%▲) over budget ▲ under budget ▼	G	A	A	R	A	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Lower slip slope stabilisation work completed including Catch fence at the toe. Upper slip anchors and mesh installation work are completed. Container wall was removed. Road improvements work closer to lower slip area is in progress. Storm water pipe & manholes installation is in progress. Slip remedial measures in front of Fulton Hogan Office are completed to eliminate risk to traffic through the site. Construction of Mechanically Strength Earth (MSE) wall at the toe of main slip is in progress. \$750K extra work has been added to the project for remedial measures to slip happened on the adjacent land, Steel fence, additional manholes, risk elimination work, etc. A further \$500k extra cost has been spent on remedial work for the slip that happened in front of the Fulton Hogan office. Project forecasting cost at completion is 7% over and above the project budget for this financial year. This increase will be covered using funds available in project 2088 that was allocated for Grosvenor Terrace which sitting as an unspent expenditure. The total project budget was set up as \$10,395K in 2018 and will make arrangements to request increment and approval to cover the forecasted total project cost. Extension of time (EOT) requested for unforeseen conditions, Covid 19 delays, extra works added to the project, adverse wet weather and delays in material supply was granted. The re-scheduled project completion date is the mid April 2023. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> (Issue) Loose soil found at main slip slope area than expected and risk to workers. - Temporary geofabric fixed with soil anchors to protect against the slipping of soil. Each day thoroughly inspects work area before start any work in the slope. (Risk) Project progress is slower than the expected due to more time consuming to install rock anchors on both slopes. - Project Manager and Engineer to the contract will discuss with the contractor to investigate the ways and means of catching delay time (exploring possibility of carrying out some roading & footpath work simultaneously) <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Permanent Road works, Storm water works, carparks and MSE bund at upper slip - Mar 2023 Site clearance and practical completion - Apr 2023

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
11	Zero Waste Programme	SRO: Siobhan Procter (CIO) Business Owner: Chris Mathews Prog. Manager: Adam Dearsley	Start - End Date: Mar 2022 - Sep 2027 <i>Original Date:</i> IDF Stage: 3. Plan	WOPC FY22-23	A	A	A	A	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> The Zero Waste Programme (ZWP) remains on track. Note that the overall status is Amber due to programme financials being unavailable. Go to Green plan: generate financial reporting and confirm an approved budget as part of the 2023 Annual Planning process. The business cases are on track to be presented in late 2023. <p>KEY HIGHLIGHTS & ACHIEVEMENTS:</p> <ul style="list-style-type: none"> Waste Operator Licence project has successfully implemented Phase 1 of new waste licensing on 25 January. The Environment and Infrastructure (E&I) Committee approved the draft Zero Waste Strategy moving to public consultation on 8 December. Public consultation runs 1 – 28 February. The final strategy will be presented to the E&I Committee by 27 April at the latest. The E&I Committee on 2 February approved the Southern Landfill Extension Piggyback Option (SLEPO) Project Business Case – refer to the separate SLEPO project report. The E&I Committee also approved for the Regional Waste Management and Minimisation Plan (RWMMP) 2023-29 to progress to development with regional councils. Ministry for Environment (MfE) engagement meetings are progressing well. Initial funding application process for three projects (Redesigning Recycling & Rubbish Collections, Organics Processing and Resource Recovery Network Expansion) has commenced. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Two programme level risks have been identified and agreed. Treatments remain effective and are being reviewed on a fortnightly basis. RISK - Strategic ambiguity with Central Government policy: Notably MfE Container Return Scheme. Key Central Government decision points will be built into our plans, and a new workstream focussed on visibility of Central Government policy/legislation will be tracked. RISK - Solution complexities and interdependencies between projects: Relating to the MfE funding submission requirements and the Council’s 2024 Long-Term Plan processes. The approach, scope and timing of development of ZWP business cases must continue to align with MfE and Council. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> 1 February 2023 – Public consultation of the draft Zero Waste Strategy 2 February 2023 - Southern Landfill Expansion Piggyback Option Business Case to E&I Committee 17 February 2023 – Initial funding questions for two projects submitted to MfE to commence the application process 17 March 2023 - Southern Landfill Expansion Piggyback Option resource consent submission March/April 2023 – Zero Waste Strategy, after public consultation feedback, is presented to Council for approval, in conjunction with the draft Waste Action Plan

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
12	Zero Waste - Sludge Minimisation Facility Project	SRO: Siobhan Procter (CIO) Business Owner: Iestyn Burke Project Manager: Janet Molyneux	Start - End Date: Sep 2021 - Jun 2026 <i>Original Date: - Mar 2026</i> IDF Stage: 3. Plan	FINANCIALS (O+C) <i>Original Budget:</i> Approved Budget: \$ 36.148m \$ 22.663m Spend to Date: \$ 12.331m \$ 5.586m Forecast End Cost: \$ 41.007m \$ 22.663m (Variance): (13.4% ▲) (-) over budget ▲ under budget ▼	A	A	G	G	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> The Early Contractor Involvement (ECI) phase of the project is now approaching its conclusion and planning for the delivery and construction phase underway. The designer (Beca) and the Contractor (McConnell Dowell - HEB Joint Venture) continue to be co-located with the WCC project team to deliver well defined outcomes. A key outcome for this phase is to arrive at a project cost estimate with appropriate risk allocation for WCC (and it's community) ahead of negotiation of post-ECI agreements and contracts. A further design drop is scheduled for 17 February which will be used for the next cost estimate, and support confirming the contract price for Stage 1 of the physical works. Council agreed to vary the approved budget for this financial year to \$69.514 million at the 15 December 2022 Council meeting. Expenditure is expected to track around this amount for the year, although depending on the recognition treatment of certain upcoming procurement and contract items there is a risk the budget may be exceeded. Any additional project expenditure will ultimately be supported by additional infrastructure funding and financing revenue. The project team is engaging with WCC finance to agree appropriate cost and revenue recognition approaches before determining the approach to budget. Additional resource is being procured on WCC's side including technical and construction delivery resources. Negotiations on the acquisition and development agreement associated with land acquisition with WIAL continue, with WIAL taking it to their Board for approval at their 23 February 2023 meeting. The Commissioner's report from the Notice of Requirements and resource consent hearing on 05 December 2022 is expected to be delivered in February 2023 and has not yet been received. Following receipt of the report and recommendations WCC will notify the outcome and 15 day appeal period will commence. A strategy for how to ensure an appeal, if one is lodged, doesn't negatively impact site establishment and early works is being developed. Reported financial results for January are in line with actual spend on the project. Direction has been given to the SMF suppliers about when and what information is required regarding accruals. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Risk that unreliable global supply chains increases project delivery cost and/or lengthens project schedule. Mitigation is early identification and procurement of long lead packages, and appointment of nominated package managers for these items. Risk that the required process performance is not achieved (solids destruction, energy efficiency, utility consumption, etc). Mitigation is undertaking a detailed assessment of failure modes that contribute to performance not being achieved and quantification of specific remedial actions to inform sensible decision making on process performance risk allocation. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Further market engagement with plant and equipment vendors to confirm pricing. Cost estimating of February 17 Design Drop to inform Stage 1 contract price Land acquisition ADA to go to WIAL Board for approval on 23 February. Negotiation of Heads of Terms for Main Contract (NZS3910) continues in order to meet a target date of mid-April for Stage 1 contract execution.

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
TE NGĀKAU PROGRAMME											
13	Convention & Exhibition Centre - Tākina	SRO: Siobhan Procter (CIO) Business Owner: Danny McComb Project Manager: Kiri Rasmussen	Start - End Date: Aug 2018 - Feb 2023 Original Date: Aug 2018 - Dec 2022 IDF Stage: 4. Deliver	WOPC FY22-23 Approved Budget: \$ 163.150m \$ 25.200m Spend to Date: \$ 160.100m \$ 22.000m Forecast End Cost: \$ 168.900m \$ 31.000m (Variance): (3.5%▲) (23.0%▲) over budget ▲ under budget ▼	G	G	G	A	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Practical completion is on target for 27 February 2023, with some deferred work in the kitchens and commissioning of plant rooms still to be completed during March. Fit out items will be completed over the course of the next few months are tracking well and include all wayfinding and signage, AV install, Café, shop and ticketing area install, kitchen appliances, window glazing artworks and all loose furniture items. The Wakefield St Tākina sign has been installed and looks great. Café – the building consent has been lodged and designs with the joiner. Tākina has been gifted a Mouri stone from mana whenua by Kura Moeahu. This will be on display to the public on the ground floor of the building. Tākina’s first three exhibitions have now been confirmed (third one subject to Panel approval) and in process of closing out the contracts and preparing marketing plans and public announcement dates. During the month Tākina continued to host a range of site tours from potential client and interested parties. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Covid-19: site protocols ready if a re-emergence Programme risks around plant room and kitchens on L2 now largely resolved through accelerated works. Café completion: Timing is tight to complete the café. This is all in hand but needs close management to avoid any slippage. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Practical completion certified First exhibition announced Agreement to Lease with preferred café operator signed Public realm works completed All fit-out items commenced Councillor tour scheduled for early March

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY	
TE NGĀKAU PROGRAMME												
14	Te Ngākau (Incl. CAB, MOB, MFC Carpark)	SRO: Siobhan Procter (CIO) Business Owner: Iestyn Burke Prog. Manager: Warwick Hayes	Start - End Date: Dec 2020 - Jun 2023 <i>Original Date: - Jun 2022</i> IDF Stage: 1. Conceive	FINANCIALS (O+C) <i>Original Budget:</i> Approved Budget: \$ 16.120m Spend to Date: \$ 1.450m Forecast End Cost: \$ 16.120m (Variance): (-) over budget ▲ under budget ▼	WOPC FY22-23 \$ 4.738m \$ 0.209m \$ 4.738m (-)	G	G	G	G	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> The resource consent for CAB's demolition has been lodged, RFIs responded to and expect to uplift in Feb 2023. Procurement plan for demo of CAB+MOB+options for Capital E signed. Concept designs for the MFC Laneway and Cafe / Bar are advancing well. Design Review Process in train. Regulatory compliance (resource and building consents) will be progressed in the coming months. Engagement with the LGWM team in relation to Te Ngākau (e.g the City to Sea Bridge and the street network) is active. Council wide programme team to be established. The Property Group to assist in facilitating a cross-Council / consultant workshop to establish development pathway. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> (Issue) Cost - Capital E EPB status (to resolve by 30 Jan 2027). Develop appropriate strengthening scheme(s) (Risk) Cost - Earthquake prone building (Capital E). Plan & assemble options for decisions. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Te Ngākau delivery programme plan confirmed - 31 March 2023 Demolition contractor engaged - 31 March 2023 CAB/MOB redevelopment - ready to take to market - 31 March 2023 Building consent to demo CAB - 30 June 2023

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
TE NGĀKAU PROGRAMME											
15	Town Hall Redevelopment Project	SRO: Siobhan Procter (CIO) Business Owner: Iestyn Burke Project Manager: Bede Crestani	Start - End Date: May 2019 - Sep 2024 <i>Original Date:</i> - Apr 2023 IDF Stage: 4. Deliver	Approved Budget: \$ 183.280m Spend to Date: \$ 103.957m Forecast End Cost: \$ 182.400m (Variance): (0.5%▼) over budget ▲ under budget ▼			G	A	A	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> 2022 closed strongly on site. The isolators in the heritage part of the building make up 70% of all isolators. Most have been installed with the E2 main entry and auditorium drive through access still to construct. The remaining 30% of isolators are in the auditorium and they will be loaded late 2023/early 2024. Sheet piling started 16 Feb as planned. It was the main critical path item and it will unlock new areas of the building to work on. Naylor Love are working on any opportunity to progress construction, an example being demolition of the auditorium temporary works. During the week of 9 Jan, Naylor Love hired a 20t digger and operated it themselves, prior to the demolition contractor returning 16 Jan 23. This is repeated wherever possible. The baseline targets remain, which are no serious injuries, completion in Sept 24 and budget of \$182.4m, noting the risks that the master programme and cashflow will address early 2023. Cost escalation is a concern that is likely to remain for the duration, especially following the recent flooding. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> (Issue) Basement redesign - Changes to structure resulting from basebuild and tenant work. Resolution: Determine if tenant or basebuild responsibility. (Risk) Costs increase above \$182.4m - Technical and escalation may increase costs above approved values. Resolution: Determine specific cause and address. Complete by Target PC date. Descope or obtain funding. (Risk) Ground conditions & piling - Auditorium sheet piling & screw piles. Mitigation: Workshop ahead of works. (Risk) Cost Escalation - Resource pressure & escalation. Mitigation: Provide steady work & programme. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Revised tower crane removal: Completed 16 Dec 2022 Sheet piling: Start 16 Feb 2023 – Finish 29 Mar 2023. Auditorium excavation: 6 Apr 2023 - 8 May 2023 Project Completion, adjusted for EOTs: 25 Sept 2024 Note Naylor Love completion forecast: 28 Nov 2024 with risk

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY	
TE NGĀKAU PROGRAMME												
16	Te Matapihi ki te Ao Nui (Central Library)	SRO: James Roberts (CDO) Business Owner: Kym Fell (CCCO) Project Director: Paul Perniskie	Start - End Date: Jul 2021 - Feb 2026 Original Date: Jul 2021 - Feb 2026 IDF Stage: 4. Deliver	WOPC Approved Budget: \$ 207.367m Spend to Date: \$ 22.806m Forecast End Cost: \$ 207.367m (Variance): (-)	WOPC Approved Budget: \$ 36.384m Spend to Date: \$ 14.108m Forecast End Cost: \$ 36.384m (Variance): (-)	A	A	G	G	G	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Funding awarded by Council on 15 December 2022. Council agreed to increase the Te Matapihi budget: <ul style="list-style-type: none"> by \$505,000 to ensure the building is compliant with new legislative building code requirements by \$6.5 million to design, build and install a range of cultural elements and enhancements that reflect Pōneke’s diverse cultural identity by \$5 million to deliver specialist creative spaces and facilities required to deliver the integrated service model, including Capital E. An additional \$2.9m for roof and façade upgrades will need to be requested in the WCC 2024/2025 annual plan. Construction programme confirmed, with practical completion date of 22 August 2025. Separable Portion (SP) 1C issued for tender on 2 February 2023. Integrated programme in development, encompassing client-side and design & construction side of the project, draft to be presented to board on 15 February 2023. Site walkthrough with Councillors and board members on 14 February 2023. MILESTONES ACHIEVED: <ul style="list-style-type: none"> SP1C tender issued to main contractor SP1C steel indent ordered SP2 curtainwall shop drawings started NEXT MONTH'S FOCUS: <ul style="list-style-type: none"> Detailed design progressing for SP2, SP3 and SP4 SP1C tender review Piling contractor to mobilise on site Detailed Design focus group workshops begin <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> R087 - Resource Consent stage 2 (and SP1C structural) consent processing timeframe. Mitigation: Chasing and escalating with business owners. R119 - Design programme extension due to late changes. Mitigation: Confirm critical design decisions in Project Control Group (PCG). <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> SP1C tender submission from main contractor, 10 March 2023 100% Detailed Design for SP2, 28 April 2023 50% Detailed Design for SP3, 13 March 2023

WCC PRIORITY INVESTMENT PERFORMANCE REPORT (FY2022-23 Q2)

#	PROGRAMME · PROJECT NAME				PREV -2 (Q4)	PREV -1 (Q1)	OVERALL HEALTH (Q2)	COST	TIME	SCOPE	OVERALL COMMENTARY
17	Housing Upgrade Programme Phase 2 (HUP 2)	<p>SRO: Kym Fell (CCCO)</p> <p>Business Owner: Angelique Jackson</p> <p>Project Director: Peter Mora</p> <p>Project Manager: Bob Hall; Casey Zhang</p>	<p>Start - End Date: Mar 2020 - Jul 2028</p> <p>Original Date: Mar 2020 - Jul 2028</p> <p>IDF Stage: 1. Conceive</p>	<p>FINANCIALS (O+C)</p> <p>Original Budget: *\$ 268.285m</p> <p>Approved Budget: \$ 279.903m</p> <p>Spend to Date: \$ 2.400m</p> <p>Forecast End Cost: \$ 279.903m</p> <p>(Variance): (-) (5.7%▼)</p> <p>over budget ▲ under budget ▼</p> <p><i>*From original LTP. Revised & Reschedule end of 2021</i></p>	G	A	A	A	A	G	<p>GENERAL UPDATE:</p> <ul style="list-style-type: none"> Programme Establishment Planning: A draft programme mandate is being prepared to act as a clear reference point for delivery of the programme ahead. This describes the programme vision, strategic objectives and approach to developing / confirming the programme brief. Feasibility: The architectural bulk and location exercise for multi-unit sites is complete, through this process it has been observed that there is an opportunity increase the bed capacity on the HUP2 multi-residential sites by over 1000 beds. Analysis on whether additional bed capacity aligns with other Council strategic initiatives in the programme is required. Seismic Assessment: To date, 39 seismic reports have been received for 13 complexes. 7 reports remaining across 3 complexes. An independent structural review is underway on 4 buildings (across 3 complexes) which are at risk of being earthquake prone. Last of the seismic assessments are scheduled to be received in Q2 2023. Granville: A draft terms sheet was prepared by Council Legal in the last period for City Housing comment. This is under review. Once finalised, this will be supplied to Tenth's for consideration / discussion. The project brief was approved in the last period, documentation is being finalised to procure a consultant team to assist with Granville demolition delivery. This is scheduled to be released to the market in the next period. Divestments: There has been no notable change to the divestment status in the last period. There is a preference to avoid further divestment (beyond existing commitments) as there is a need to hold housing stock to support decanting requirements to allow HUP2 upgrades to be delivered. <p>KEY RISKS/ISSUES & TREATMENTS:</p> <ul style="list-style-type: none"> Definition of HUP2 programme brief and delivery strategy: Undertake multi-criteria assessment on longlist options. Define benefits of options developed. Prepare forecasts on delivery for approval. Programme Funding: Funding is allocated in the LTP for original HUP2 estimates (May 2020), although this is considered to be under pressure. Cost estimate updates will be prepared on longlist development options to support decision making and planning. Earthquake Prone Building Risk: Complete seismic assessments. Commission independent structural reviews where required. Develop plans to respond to emerging threats. <p>KEY MILESTONES FOR THE NEXT REPORTING PERIOD:</p> <ul style="list-style-type: none"> Completion of programme mandate.

ENVIRONMENT AND INFRASTRUCTURE HEARINGS PANEL

Kōrero taunaki

Summary of considerations

Purpose

1. This report asks the Kōrau Tūāpapa | Environment and Infrastructure Committee to consider how it wishes to engage residents in democratic decision-making processes.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Nil.

Significance

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

Risk

- Low Medium High Extreme

Author	Sean Johnson, Democracy Team Leader
Authoriser	Jennifer Parker, Democracy Services Manager Stephen McArthur, Chief Strategy & Governance Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information
2. Establish the Environment and Infrastructure Hearings Panel
3. Appoint members to be on the Environment and Infrastructure Hearings Panel.
4. Appoint a chair of the Environment and Infrastructure Hearings Panel.
5. Set the quorum of the Environment and Infrastructure Hearings Panel.
6. Delegate the chief executive the power to amend the Terms of Reference and Delegations to reflect the decisions made at this meeting.

Whakarāpopoto

Executive Summary

2. The Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) has several upcoming decisions in 2023 that will involve extensive public engagement and consultation.
3. To ensure that appropriate time is available to be spent in committee for debate, officers recommend the establishment of an Environment and Infrastructure Hearings Panel (the Panel) to hear oral submissions (if required) on all consultations and engagements that will come to the Committee for decision.

Takenga mai

Background

4. The Committee has a full schedule of decisions coming to it in 2023 and beyond. This will place a high demand on the time required in committee for decision-making.
5. Holding oral submissions during currently scheduled meeting time would place an even larger demand on the time available within meetings of the Committee.
6. In the previous triennium, hearings panels were established to hear oral submissions on a variety of topics, including strategies, policies, and traffic resolutions.
7. This is an approach used by Christchurch City Council currently, and Auckland Council has used a similar process in the past where Long-term Plan Submissions were heard by wards rather than the governing body.
8. Officers recommend that an Environment and Infrastructure Hearings Panel is established to hear oral submissions on all consultation and engagement processes coming before the Committee.
9. Establishing a hearings panel rather than a hearings committee will allow for greater administrative efficiencies in holding meetings.
10. The Panel will only have the delegation to hear submitters. The power to make any final decision will still rest with the current committee.
11. The Panel would consist of a subset of Committee members.

12. The projects on the Forward Programme that we anticipate may require oral submissions to be scheduled are:
 - Wellington Region Waste Management and Minimisation Plan
 - Zero Waste Strategy
 - Speed Management Plans
 - Tiakina Te Taiao (formerly known as Biodiversity Strategy)
 - Tukuihotanga Cultural Heritage Strategy

Kōrerorero

Discussion

13. The Committee could choose not to establish a hearings panel. This would result in a number of additional committee meetings being needed to be scheduled throughout the triennium to hear oral submissions, or for those oral submissions to be accommodated within the currently scheduled committee time.
14. Where a consultation or engagement process resulted in a small number of oral submissions, it is envisaged that these would be accommodated within public participation at the meeting where the decision was to be made.
15. Under the Local Government Act 2002, the decision maker must satisfy itself that it is sufficiently informed of affected persons views, and that interested persons should have opportunities to present their views.
16. As per standard Council practice, all meetings of the Panel will be livestreamed. Members not on the Panel will be able to attend and participate in meetings of the Panel if they wish to. Written submissions will be included in the decision-making report to the Committee. Members can also discuss matters with colleagues on the Panel. These mechanisms can provide sufficient ways for members to ensure that they are fulfilling their obligations under the LGA.
17. At this stage, officers anticipate that oral submission processes for other committees can be accommodated within the scheduled committee time.

Kōwhiringa

Options

18. Make no changes. This will result in very full committee agendas and additional committee meetings.
19. Agree with the officer's recommendations to establish a hearings panel.
20. Add additional steps to the process between the Panel and the Committee.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

21. The proposals outlined in the report are consistent with the Council's Significance and Engagement Policy.

Engagement and Consultation

22. The proposal outlines ways that Council can engage with its communities on significant decisions in an efficient manner.

Implications for Māori

23. There are no specific implications for Māori.

Financial implications

24. There are no financial implications.

Legal considerations

25. It is for the decision maker to satisfy itself that it is sufficiently informed of affected persons views, further that interested persons should have reasonable opportunities to present their views to the decision maker. These standards and principles apply to the circumstances as they arise. It is incumbent on the decision maker to be satisfied that the process adopted is appropriate.

Risks and mitigations

26. If no actions are agreed to as part of this report, then there is a risk that appropriate consideration will not be able to be given to the significant decisions needed to be made by the Committee.

Disability and accessibility impact

27. Council strives to make interactions with the decision-making process open and accessible to all. A more flexible meeting schedule will enable staff to offer the greatest assistance to any accessibility needs.

Climate Change impact and considerations

28. There are no direct climate change implications.

Communications Plan

29. Any actions agreed from this meeting will be communicated to affected oral submitters as appropriate.

Health and Safety Impact considered

30. This paper has been written mindful of the heavy workload that is expected of Councillors.

Ngā mahinga e whai ake nei

Next actions

31. If a change is agreed by Council, then administrative work will be undertaken to schedule the new hearings panels.

Attachments

Nil

ACTIONS TRACKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) provides an update on the past actions agreed by the Committee, or its equivalent, at its previous meetings (hui).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

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

Risk

- Low Medium High Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. This report lists the dates of previous hui of the Committee and the items discussed at those hui.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
 - In progress: Resolutions with this status are currently being implemented.
 - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the hui itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. On 25 October 2022 through memorandum, the 2022-2025 committee structure chosen by Mayor Tory Whanau was advised. This included establishment of the Kōrau Tūāpapa | Environment and Infrastructure Committee.
7. The Kōrau Tūāpapa | Environment and Infrastructure Committee for the 2022-2025 triennium fulfills the functions of Pūroro Āmua | Planning and Environment Committee and Pūroro Waihanga | Infrastructure Committee of the 2019-2022 triennium.
8. The last hui of the equivalent committees in the 2019-2022 triennium were held on the following dates:
 - Pūroro Āmua | Planning and Environment Committee – 15 Mahuru September 2022
 - Pūroro Waihanga | Infrastructure Committee – 24 Here-turi-kōkā August 2022
9. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The Committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

10. Of the 26 resolutions of the Kōrau Tūāpapa | Environment and Infrastructure Committee in Hui-tanguru February 2023:
 - 10 are in progress.
 - 16 are complete.

11. 198 in progress actions have been carried forward from the previous action tracking reports. Of these, 134 are now complete and 64 are still in progress.
12. Further detail is provided in Attachment 1

Ngā mahinga e whai ake nei | Next actions

13. Actions reported as in progress will continue to be reported at future hui of the Committee until determined complete.

Attachments

Attachment 1. [Actions Tracking - Poutū-te-rangi March](#)  

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Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 24 June 2021	114	3.2: Approval of 30-year Spatial Plan	6	Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	Progress on implementing the Spatial Plan's actions will be reported on in September. Proposed District Plan Hearings have begun.
Thursday, 24 June 2021	115	3.2: Approval of 30-year Spatial Plan	14	Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. LGWM is continuing to work with Kāinga Ora on a potential SDP. Councillors were updated on this in a LGWM workshop session on Urban Development
Thursday, 24 June 2021	116	3.2: Approval of 30-year Spatial Plan	15	Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is: a) vacant or occupied by derelict buildings; or b) used largely or solely for car parking, or storage of cars or machinery; or c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value."	Completed	Complete - reported to committee May 2022
Thursday, 24 June 2021	117	3.2: Approval of 30-year Spatial Plan	16	Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress	Many Council workstreams already contribute to encouraging the development of underutilised sites and are focused on the short to medium term (next 3-10 years). The use of further measures has not been assessed at this point but could include targeted engagement with landowners and investigation of financial tools like targeted rates etc.
Thursday, 24 June 2021	118	3.2: Approval of 30-year Spatial Plan	28	Report back to Council how to daylight more of our underground streams.	Completed	Daylighting of streams is identified in the Green Network Plan as an opportunity for greening the city and contributing to water sensitive urban design. Daylighting of the city's underground streams will be challenging and needs to be considered within a strategic, catchment wide context. This will require working with Wellington Water, GWRC and mana whenua as part of wider catchment-scale stormwater planning to identify opportunities for daylighting. It will also need to consider climate change and flood hazard issues. This work has not been scoped but opportunities to integrate daylighting of piped streams as part of specific urban renewal/development projects will be investigated as opportunities arise.
Thursday, 24 June 2021	119	3.2: Approval of 30-year Spatial Plan	29	Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, SNA incentives development, and the Annual Plan/Long Term Plan funding processes. Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	120	3.2: Approval of 30-year Spatial Plan	31	Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	121	3.2: Approval of 30-year Spatial Plan	37	Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	Completed	Forms part of considerations in the Green Network Plan's implementation, the Sustainable Food Plan, and Waste Action Plan development.
Thursday, 24 June 2021	122	3.2: Approval of 30-year Spatial Plan	43	Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Analysis of Johnsonville's open space provision has been undertaken as part of the 'Our Capital Spaces' strategy review. A qualitative assessment has been completed and a communications/ stakeholder plan is being developed.

Date	ID	Title	Clause numbe	Clause	Status	Comment
Wednesday, 4 August 2021	123	2.2 Traffic and Parking Bylaw Review	15	Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	Completed	Officers have consulted with Waka Kotahi on the engine braking and noise monitoring as requested by the Brooklyn community (information attached). Officer advised the Residents Association for suggestion on how to engage with the local residents experiencing the problem to follow-up with the operators. Officer is awaiting on information of specific incident regarding engine braking and noise.
Wednesday, 25 August 2021	124	3.1 Brooklyn Road Bike Lane Trial	3	Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress	A public consultation is planned for early 2023. Briefing to Councillors held 01 March.
Thursday, 23 September 2021	125	2.2 Frank Kitts Car Park and Fale Malae	4	Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress	Public Engagement on the Fale Malae proposal 10th March. Landowner approval decision-June 23
Thursday, 23 September 2021	126	2.2 Frank Kitts Car Park and Fale Malae	5	If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress	Draft demolition plan is complete. Demolition plan cost and schedule will not be completed until preferred development option is agreed for Frank Kitts Park in order to inform clear demolition and construction schedule.
Thursday, 23 September 2021	127	2.2 Frank Kitts Car Park and Fale Malae	6	Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress	Until final development plan is confirmed this work will not fully progress.
Thursday, 23 September 2021	128	2.2 Frank Kitts Car Park and Fale Malae	8	Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress	Further to the meeting held with business owners 9 May 2022, business owners are included in the communications and engagement with updates on progress as required.
Wednesday, 27 October 2021	129	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Ca	4	Note that LGWM will report back to Council in Q2 2022 providing updates on cost management and engagement, and seeking approval for detailed design, funding and traffic resolutions.	Completed	An update on the 3 year delivery programme, including Golden Mile, was provided on 6 May 2022. Approval for detailed design, funding, and traffic resolutions was always intended to be brought for approval at the end of 2022/early 2023.
Wednesday, 27 October 2021	130	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Ca	5	Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress	Golden Mile project completed six weeks engagement in August 2022. Engagement with businesses, key stakeholders and mana whenua will continue as we progress design and move into construction.
Wednesday, 27 October 2021	131	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Ca	7	Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress	Noted. This will be included with the funding application.
Wednesday, 27 October 2021	132	2.2 Wellington Central City Green Network Plan	4	Request officers to identify a te reo Māori name for the GNP.	Completed	This will be reported back to committee 12 May with the proposal that there is an ongoing discussion with Mana Whenua.
Wednesday, 27 October 2021	133	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te	2	Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back scheduled for the 2022-25 triennium
Wednesday, 10 November 2021	134	2.1 The Parade Upgrade - Design Options	2a	Agree to progress with a) Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade	Completed	The safety improvements option was progressed, presented, and (largely) approved by the P&EC during the 10 March meeting. The Committee voted to proceed with the residential improvements. Construction along the southern residential area has begun (started on April 19) and will be completed by 27 May. Construction of the northern residential area will follow. We aim to complete this by 30 June 2022.

Date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 10 November 2021	135	2.1 The Parade Upgrade - Design Options	2i	Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D).	Completed	During the 10 March 2022 meeting, the P&EC resolved to defer a decision on the town centre improvements in late 2022. The project team will return to the P&EC on 15 December 2022 (previously scheduled for the 8 December) for an update and decision on the town centre improvements. The proposed plan to be presented to the P&EC in December will include safety improvements and cycle facilities through the town centre.
Wednesday, 10 November 2021	136	2.1 The Parade Upgrade - Design Options	2iii	Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy.	Completed	A traffic resolution was developed, proposed, and approved by the P&EC on 10 March 2022. This is completed for the residential areas, and is to follow for the town centre
Wednesday, 10 November 2021	138	2.1 The Parade Upgrade - Design Options	2v	Note that the current Long Term Plan has up to \$14m for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit."	Completed	Noted. No further action required."
Wednesday, 10 November 2021	139	2.2 Fossil Fuel Free Central City	4	Agree that officers investigate options for bike libraries and e-bike schemes.	In progress	ReBicycle have received funding through the Climate and Sustainability Fund for a pilot cargo bike library and e-bike conversion scheme. A paper proposing a share e-bike trial is going to committee on December 8th. If committee approves it we will look to get the trial underway early in 2023.
Monday, 11 October 2021	140	2.2 Fossil Fuel Free Central City	5	Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress	There is not currently funding for additional or new projects within existing programmes. We are however looking to include low-traffic options in our in-progress projects. For example we are investigating creating public parklets on Blair and Allan St's over the summer.
Monday, 11 October 2021	141	2.2 Fossil Fuel Free Central City	7	Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress	Dixon St project is complete. Cuba St business case development is currently on hold due to resource constraints. LGWM City Streets is developing a pedestrian improvement proposal for Cuba St as part of the targeted improvements programme.
Monday, 11 October 2021	142	2.2 Fossil Fuel Free Central City	8	Support Cuba Street businesses this summer to explore possible people-centric layouts, via formal research and temporary trials such as "open street" events and trial parking arrangements.	Completed	3 Parklets have been located for 6 different businesses in the last few months and they were very well received by businesses and the public. One permanent parklet permission is also issued and currently is in place for Nolita.
Wednesday, 24 November 2021	143	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3	Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	Detail Design is yet to commence and will include "further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park"
Wednesday, 24 November 2021	144	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	5	Note that Council officers intend to bring a paper to the Pūroro Hātepe Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.	In progress	We are currently undertaking a Parking survey of the marina precinct and environs and will bring a parking resolution back to Committee recommending parking restrictions at the marina later this year.
Thursday, 10 March 2022	145	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	3a	Approve the following Traffic Resolution, pursuant to the provisions of the Traffic and Parking Bylaw 2021, TR20-22 The Parade, Island Bay - Safety Improvements (Option C) with traffic resolutions brought to Pūroro Āmua Planning and Environment Committee for decision.	Completed	Implementation of the approved TR is complete. Further TR's presented to Council and approved in September with the final TR scheduled to be presented to Council in December.
Thursday, 10 March 2022	146	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	4	Agree that officers in conjunction with ward Councillors start working with the committee of the Island Bay Residents' Association to ensure that relationships are built and that local voices can be heard as any decisions are implemented.	Completed	Continued engagement with local businesses with a resulting TR for northern & southern businesses expected to be presented to September 2022 Pūroro Āmua Planning and Environment Committee.

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 14 April 2022	147	2.1 Halt roadworks of Riddiford St North	7	Direct officers to require compliance with the agreement that 20 public parks are provided in the Countdown supermarket carpark.	Completed	New public parking signage in the lower basement of Countdown has now been completed. A new locky dock to promote and support bikers in the area has also been installed.
Thursday, 14 April 2022	148	3.3 Forward Programme	2	Agree to request that Officers bring a report to the Pūroro Āmua Planning and Environment Committee by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.	Completed	Paper booked for the 15 September Pūroro Āmua Planning and Environment Committee
Thursday, 12 May 2022	149	2.2 Let's Get Wellington Moving - City Streets Targeted Improvements	5	Request WCC officers to investigate options to address long-standing significant safety concerns at the Chaytor-Curtis-Rarua intersection.	Completed	The team has done a number of investigations into this intersection. A paper is being prepared to bring to the September P&E to inform Councillors of work done and recommended pathways forward. This paper was presented and agreement that a BC be developed which will be brought to Council in 2023 with a preferred option. A paper was presented to Councillors in September which recommended that officers work with the community to develop a business case to bring back to Council in time for an annual plan adjustment. This work is underway.
Thursday, 12 May 2022	150	2.4 Wellington Central City Green Network Plan Update	2	Adopt the finalised Green Network Plan – (Attachment 1).	Completed	
Thursday, 12 May 2022	151	2.4 Wellington Central City Green Network Plan Update	3	Adopt the targets for delivery in the central city over the next 10 years: a. No net loss b. Double the number of trees c. Improve the greening of 20 existing public open spaces d. Deliver two new urban parks	Completed	
Thursday, 12 May 2022	152	2.4 Wellington Central City Green Network Plan Update	4	Adopt the Green Network Plan Implementation Framework – (pages 27- 38 of Attachment 1).	Completed	
Thursday, 12 May 2022	153	2.4 Wellington Central City Green Network Plan Update	5	Note that officers will continue to work with mana whenua as a part of our partnership and engagements around the Open Space and Recreation Strategy and through the LGWM Iwi Partnership Working Group to ensure that their values and aspirations are incorporated into the delivery of the Green Network Plan objectives and targets	In progress	Underway
Thursday, 12 May 2022	154	2.4 Wellington Central City Green Network Plan Update	6	Note that officers are developing a business case as input into the 2024/25-34 LTP.	In progress	Business case development underway
Thursday, 9 June 2022	155	2.2 Petition: Parking changes for residents of Te Wharepouri St	2	Request officers provide further traffic engineering solutions to enable safer exiting from Te Wharepouri Street.	Completed	Officers have consulted with the residents and have confirmed they are happy with our proposal. There is support for improving the visibility at the intersection. We will progress these via TR.
Thursday, 9 June 2022	156	3.2 Housing Strategy and Proactive Development Programme	2	Request officers report back on prevalence of homelessness in Wellington City including gender and ethnicity analysis and impact of COVID-19 on homelessness (2020-2022) by end of September 2022 to either Pūroro Āmua Planning and Environment Committee or Pūroro Rangaranga Social, Cultural and Economic Committee.	Completed	Paper scheduled for early September
Thursday, 9 June 2022	157	3.2 Housing Strategy and Proactive Development Programme	3	Request officers report back on the criteria of the Te Kāinga programme.	Completed	An update on the criteria of the Te Kāinga programme is provided in the Te Kāinga programme update paper, being brought to Environment and Infrastructure Committee on 8 December 2022
Thursday, 9 June 2022	158	2.1 Approval of Proposed District Plan for Public Notification	2	Note that Officers have undertaken a full District Plan Review as directed by the Council on 27 June 2018 and recommend altering the District Plan as identified in the Proposed District Plan and in this Report.	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	159	2.1 Approval of Proposed District Plan for Public Notification	3	Approve the Wellington City Proposed District Plan 2022 as presented to the Pūroro Āmua - Planning and Environment Committee for notification on 18 July 2022, pursuant to Schedule 1 Part 1 and Part 6 of the Resource Management Act 1991.	Completed	
Thursday, 23 June 2022	160	2.1 Approval of Proposed District Plan for Public Notification	4	Note the resolution of the 13 May 2022 Pūroro Āmua - Planning and Environment Committee to split the District Plan into those matters which will follow the Intensification Streamlined Planning Process to operative status in November 2023; and those matters which will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status.	Completed	
Thursday, 23 June 2022	161	2.1 Approval of Proposed District Plan for Public Notification	5	Tomorrow – He Mahere Mokowā mō Pōneke A Spatial Plan for Wellington City 2021, and in particular provides for: a) Greater recognition of mana whenua values and the promotion of an active partnership in resource management processes. b) Upzoning to enable more housing capacity and housing choice in and around the City centre, suburban centres, and the City's train stations. c) Intensification and more mixed use within the existing urban area which supports the City's goal of becoming carbon neutral by 2050. d) Character protections in the inner suburbs focused on higher quality character areas, and the removal of the blanket pre-1930s building protections. e) New rules to protect the City's areas of important indigenous biodiversity and significant landscapes through significant natural areas (SNAs) and landscape controls. f) risk-based approach to managing natural hazards, and the impacts of sea level rise and climate change that balances intensification with adaptation. g) The heritage listing of new areas, buildings, objects, archaeological	Completed	
Thursday, 23 June 2022	162	2.1 Approval of Proposed District Plan for Public Notification	6	Note that the Proposed District Plan gives effect to the National Policy Statement on Urban Development by implementing the intensification and qualifying matters as directed by Policies 3 and 4 of this National Policy Statement.	Completed	
Thursday, 23 June 2022	163	2.1 Approval of Proposed District Plan for Public Notification	7	Note that the Proposed District Plan gives effect to the Government mandated medium density residential standards, and includes a proposed city outcomes framework.	Completed	
Thursday, 23 June 2022	164	2.1 Approval of Proposed District Plan for Public Notification	8	Agree to remove the assisted (affordable) housing chapter from the notified District Plan and instead investigate the use of a targeted rate on land in identified growth areas of the city where additional height has been enabled by the PDP to fund an assisted (affordable) housing fund as part of the wider review of the Rating Policy.	In progress	There are two parts of this action: Remove assisted housing chapter - complete Investigate targeted rate - in progress. This will be considered as part of the rates review that is being undertaken and implemented as part of the 2024-34 long-term plan.
Thursday, 23 June 2022	165	2.1 Approval of Proposed District Plan for Public Notification	9	Note that the Proposed District Plan must strike the right balance between enabling more intensification, ensuring infrastructure capacity is available to service this development, and managing climate change effects and damaging high rainfall events. This will be achieved through a significant increase in three waters infrastructure investment through the Long-Term Plan, and through Proposed District Plan provisions that will require private development to actively mitigate on-site flood risks.	Completed	
Thursday, 23 June 2022	166	2.1 Approval of Proposed District Plan for Public Notification	10	Note that significant natural areas on public and rural land are identified and protected in a manner consistent with the requirements of the Resource Management Act 1991, and directive policies 23 and 24 in the Regional Policy Statement (2013).	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	167	2.1 Approval of Proposed District Plan for Public Notification	10b	Agree that Significant Natural Areas (SNA)s on residentially zoned properties be removed from the notified District Plan until the National Policy Statement on Biodiversity has been gazetted and a SNA incentives programme has been developed and considered by Council.	Completed	
Thursday, 23 June 2022	168	2.1 Approval of Proposed District Plan for Public Notification	11	Note that Sites of Significance to Māori will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status.	Completed	
Thursday, 23 June 2022	169	2.1 Approval of Proposed District Plan for Public Notification	12	Agree that a 'significant natural areas incentives programme' be considered as part of the 2023/24 Annual Plan, to assist affected landowners with the protection of these ecologically important areas.	Completed	At the February Long-term Plan, Finance, and Performance Committee Councillors decided to defer funding for the Significant Natural Areas Incentive Programme to the 2024 Long-term Plan for consideration.
Thursday, 23 June 2022	170	2.1 Approval of Proposed District Plan for Public Notification	13	Note that the Kāpiti and Hutt/Melling lines meet the definition of rapid transit lines in the National Policy Statement on Urban Development, and that this requires district plans to enable building heights up to 21 metres (6 storeys) within walking catchments of rapid transit stops on these lines.	Completed	
Thursday, 23 June 2022	171	2.1 Approval of Proposed District Plan for Public Notification	13b	Agree that Johnsonville Railway Line will not be included as a rapid transit line and that any stops on the line will not be identified as rapid transit stops in respect of the National Policy Statement on Urban Development, with the effect that the walking catchment areas and additional height enabled around the rail stations will no longer apply, and instead building heights and densities of urban form commensurate with the level of commercial activity and community services under Policy 3d of the NPS-UD will apply.	Completed	
Thursday, 23 June 2022	172	2.1 Approval of Proposed District Plan for Public Notification	14	14) Approve the Chairperson and Deputy Chairperson of the Planning and Environment Committee and the Chief Executive to be able to make minor changes and edits, as required, to the Proposed District Plan prior to public notification.	Completed	
Thursday, 23 June 2022	173	2.1 Approval of Proposed District Plan for Public Notification	15	Agree to add the following paragraph on the importance of managing first flush rainfall for urban stream health to the introduction of the Three Waters chapter: "Degradation of water quality in urban freshwater ecosystems can occur when stormwater runoff from impervious surfaces is channelled directly into streams and rivers. The 'first flush' of stormwater during a rain event can include higher levels of contaminants. New development using copper or zinc building materials (two common contaminants) will need to treat these surfaces or the stormwater from these surfaces to avoid copper or zinc from entering stormwater. New development will also need to include water sensitive design methods so that development contributes to promoting positive effects and avoids, remedies or mitigates adverse effects on the health and well-being of water. The adoption of stormwater capture and retention and water sensitive design techniques will assist in managing the environmental effects of the 'first flush' of stormwater as well as peak flows and volumes.	Completed	
Thursday, 23 June 2022	174	2.1 Approval of Proposed District Plan for Public Notification	16	Agree to require best practice approach to water sensitive design by changing the wording of THW-P1 (iii) to "Demonstrate best practice approach to the management of stormwater quality and quantity" and THW-R4 Matters of discretion item 3. To "adoption of best practicable option for stormwater retention and treatment"	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	175	2.1 Approval of Proposed District Plan for Public Notification	17	Agree that a 'grey water reuse incentives programme' be considered as part of the 2024-2034 Long Term Plan, to assist affected landowners with the retention and reuse of grey water. This will be done with Wellington Water and Greater Wellington Regional Council and give particular emphasis to Mana Whenua with respect to water reuse.	In progress	Note that this action will be an action for the Strategy and Policy Teams
Thursday, 23 June 2022	176	2.1 Approval of Proposed District Plan for Public Notification	18	Remove standards requiring 1.5m front yard and 1m side yards in the medium density residential zones and high density residential zones for the construction, addition or alteration of buildings and structures where no more than three residential units occupy a site, so that it would be permitted for a building to be built up to the front and side boundaries of a site.	Completed	
Thursday, 23 June 2022	177	2.1 Approval of Proposed District Plan for Public Notification	19	Request that officers investigate options to incentivise development on underdeveloped land as part of the wider review of the Rating Policy, including land value only rating (as recommended by the Productivity Commission) and a targeted rate on underdeveloped land in the city centre, metropolitan, local and neighbourhood centres.	In progress	Note this is an action for the Strategy and Policy Team
Thursday, 23 June 2022	178	2.1 Approval of Proposed District Plan for Public Notification	20	Agree that officers report back early in the new triennium on the short stay accommodation market in Wellington provided by AirBnB and other providers, and the effectiveness of options used here in New Zealand and abroad to manage and/or regulate the short stay accommodation market provided by AirBnB and other providers.	In progress	Note this is an action for the Strategy and Policy Team
Thursday, 23 June 2022	179	2.1 Approval of Proposed District Plan for Public Notification	21	Instruct officers to remove the proposed heritage listing for 355 The Parade, Island Bay from the Schedule of Heritage Buildings prior to the Notification of the District Plan.	Completed	
Thursday, 23 June 2022	180	2.1 Approval of Proposed District Plan for Public Notification	22	Note that officers will update the WCC website with information on how to delist a heritage building.	Completed	
Thursday, 23 June 2022	181	2.1 Approval of Proposed District Plan for Public Notification	23	Agree that the walking catchments recommended by officers, in respect of the spatial plan, to be reinstated as follows: • 10 mins walking catchment around City Centre Zone (CCZ) and metropolitan centres except where limited by natural hazard • 10 mins walking catchment around Tawa and Keneperu stations. • 5 mins walking catchment around the other stations designated as rapid transit along the Hutt/Melling Kapiti lines.	Completed	
Thursday, 23 June 2022	182	2.1 Approval of Proposed District Plan for Public Notification	24	Identify the Outer Green Belt including those areas broadly intended to be included into the OGB as Amenity Landscapes.	Completed	
Thursday, 23 June 2022	183	2.1 Approval of Proposed District Plan for Public Notification	25	Approve the extension of the Thorndon Character Area to include an additional property at 290 Tinakori Road and correct a mapping error made within the Proposed District Plan.	Completed	
Thursday, 23 June 2022	184	2.1 Approval of Proposed District Plan for Public Notification	26	Apply 'Minimum sunlight access – public space' standards to open space zoned parks adjacent to sites zoned High Density Residential Zone instead of height in relation to boundary controls. Sunlight access must be maintained in a minimum of 70% of the area during 10am and 3pm at either of the equinoxes (i.e. 21 March or 23 September)	Completed	
Thursday, 14 October 2021	310	3.2 Residual Waste Disposal Options	9	Direct officers to progress two parallel work streams (in order to ensure that all reasonably practicable options are available for the Council's consideration of the issue of the disposal of residual waste beyond 2026): a. Continue to investigate and analyse further minimisation and waste disposal options and consultation requirements, reporting to Infrastructure b. Undertake the work to initiate and lodge the necessary resource consent applications to extend the Southern landfill	In progress	One of the landfill (Stage IV) has now been discounted as it was unreasonably practical due to time frame issues. Concentrate on piggy back (smaller) landfill option. a. Completed b. Progressing - target lodgement in early 2023

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 14 October 2021	311	3.2 Residual Waste Disposal Options	15	Request that the consultation signals the city's intended journey to minimal waste as outlined in the roadmap. This will be based on future residual waste quantities while noting that investment decisions will need to be made via LTP	Completed	Noted.
Thursday, 14 October 2021	312	3.2 Residual Waste Disposal Options	18	Request officers to update on the timeline of the sludge removal project as a priority.	Completed	Ongoing until project is completed.
Thursday, 14 October 2021	313	3.3 Strategic Waste Review Update He Ara, He Para Iti/A Pathway, Min	7	Agree to adopt in principle the draft Waste Minimisation Roadmap, and continue to build on the initiatives and how they will be delivered in co-design with the community.	In progress	Work with the Council's Iwi partners, and community stakeholders, to develop the actions to be included in the next WCC WMMP Action Plan is currently underway. A Councillor workshop on the outcome of the co-design propose is proposed for November 2022.
Thursday, 14 October 2021	314	3.3 Strategic Waste Review Update He Ara, He Para Iti/A Pathway, Min	9	Agree that waste minimisation initiatives will be progressed in parallel with the sludge initiative so they can be quickly implemented and scaled up once the sludge constraint is removed.	In progress	A range of planning related to strategic waste projects, including the development of the new WMMP and business case development to expand Wellington City Resource Recovery network. Related project outputs will be considered by the Council throughout 2022 and 2023
Thursday, 14 October 2021	315	3.3 Strategic Waste Review Update He Ara, He Para Iti/A Pathway, Min	11	Request officers to report back in six months, in order to feed into the Annual Plan, with a roadmap implementation plan for the strategic waste review which will increase the ambition around the name, initiatives, timeline, and reduction goals including ongoing co-design and collaboration with mana whenua, key stakeholders and the community. The implementation plan will include the following: <ul style="list-style-type: none"> Financial implications of accelerating the strategic waste minimisation roadmap. A strong narrative about the social, cultural, economic, and environmental benefits of the waste minimisation roadmap. 	Completed	Council was updated in August 2022 on the Zero Waste Programme
Thursday, 11 November 2021	316	2.1 Wellington Water Limited - Community Infrastructure Resilience	2	Agree that the Council investigate the development of a proactive strategy for sale and delivery of water tanks enabling increased access at places deemed appropriate such as libraries, service centres, and weekend markets.	In progress	Deferred until early 2023
Thursday, 11 November 2021	317	2.2 Mayoral Taskforce Three Waters: Progress Report	4	Note comments in change in status - no longer going to committee.	Completed	Siobhan agreed with Chair and deputy Chair that this no longer needs to go to committee and will be issued as an electronic update from Siobhan - via e-mail (form of update to be determined).
Saturday, 11 December 2021	318	2.3 Project Jasmine - Sewage Sludge Minimisation	2	Agree to engage further with the community and in particular with: <ul style="list-style-type: none"> the residential ratepayer base regarding the indicative change in the proposed levy range compared to what was included in the LTP consultation. the commercial ratepayer base on the indicative levy 	Completed	Levy engagement underway - closes 19th April
Thursday, 11 November 2021	319	2.3 Project Jasmine - Sewage Sludge Minimisation	5	Agree to the procurement approach specified in this report including market sounding for Early Contractor Involvement in November 2021 and release of an RFP in January 2022 (noting that commencing the procurement is not pre determinative of a final decision on the project)	Completed	The information was formally received by the committee. Market sounding has been completed, RFP for ECI was delayed until February due to the need to get other RFPs ahead of the ECI RFP. RFP has been released but deadline has been extended due to resource impact of Covid.
Thursday, 11 November 2021	320	2.3 Project Jasmine - Sewage Sludge Minimisation	9	Note that officers will report back in early 2022 with the final business case and results from the community engagement to propose a Committee decision to proceed with the project, and the technical option, and to provide an update on the funding arrangements and on other work streams.	Completed	Business Case completion is progressing well and due for presentation to the Infrastructure Committee in Q4.
Thursday, 9 December 2021	321	2.3 Strategic Waste Planning Overview	7	Agree that officers will progress ongoing co-design and collaboration with mana whenua, key stakeholders and the community between February and October 2022, to refine the waste minimisation initiatives contained in the draft roadmap and to develop a new (draft) WMMP Action Plan and investment plan, with a report to Committee on the progress and outcomes in October 2022	In progress	Council was updated in August 2022 on the Zero Waste Programme

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 9 December 2021	322	2.3 Strategic Waste Planning Overview	8	Agree that the Council will work regionally to advance the development of the next Regional Waste Management and Minimisation Plan in 2022/2023, with a Regional WMMP currently scheduled for consultation in 2023.	In progress	Officers from WCC are working with the officers from the other Councils on a new WMMP. A consultant has been procured to assist with this process. The new WMMP will need to be consulted on in mid 2023 and adopted by October 2023.
Thursday, 9 December 2021	323	2.2 Earthquake prone buildings programme update	7	Direct officers to report back to the Committee six monthly with an update on the programme.	Completed	Chair and CIO agreed this update will be shared through email in Aug 22
Wednesday, 23 February 2022	324	2.1 Wastewater Service Update	2	Officers will report back to the Pūroro Waihanga Infrastructure Committee in August 2022 and March 2023 on progress and outcomes in respect to the implementation of the review's recommendations.	Completed	First update shared with Crs through email in Aug 22 Actions of Mayoral Taskforce superseded by Water Reform activity.
Wednesday, 23 March 2022	325	3.1 Wellington Water Limited Quarterly Report	2	Agree that the form and substance of the Quarterly Report from WWL will be agreed with WWL for future reporting.	Completed	
Wednesday, 23 March 2022	326	3.2 Wellington Water Limited presentation on Porirua/ North Wellington	3	Affirm support for Ngāti Toa's position that overflows into Te Awarua-o-Porirua and all waterways are unacceptable. WWL and WCC should do whatever it takes to prevent overflows into this and other Wellington catchments.	Completed	Wellington Water received the confirmation and will consider this as part of their resource consent application and management strategy. Note, this falls within the remit of Wellington Water Limited
Wednesday, 23 March 2022	327	3.2 Wellington Water Limited presentation on Porirua/ North Wellington	4	Agree that Ngāti Toa Rangitira will be centrally involved in the development of the resource consent and will be invited to codesign the collaborative committee (if that is deemed the best way forward). This is consistent with the UN Declaration on the rights of indigenous people and Te Tiriti o Waitangi.	Completed	Request conveyed to Wellington Water and further note that this falls within the remit of Wellington Water Limited as the future consent holder.
Wednesday, 23 March 2022	328	3.2 Wellington Water Limited presentation on Porirua/ North Wellington	5	Request consideration of the best means of involving the community in contributing to the development of the resource consent process.	Completed	Request conveyed, this falls within the remit of Wellington Water Limited who will be the consent holder.
Wednesday, 23 March 2022	329	3.3 Verandahs Bylaw and Public Places Bylaw review 2022	2	Agree to consult with the public and stakeholders on the draft Statement of Proposal for the proposed new Public Places Bylaw (Attachment 1) from 25 March to 29 April 2022.	Completed	Public consultation is in progress.
Wednesday, 23 March 2022	330	3.3 Verandahs Bylaw and Public Places Bylaw review 2022	3	Delegate to the Chief Executive and the Chair or Deputy Chair of the Pūroro Waihanga Infrastructure Committee the authority to amend the draft Statement of Proposal to include any amendments as agreed by the Pūroro Waihanga Infrastructure Committee at this meeting, as well as any minor consequential edits.	Completed	
Wednesday, 23 March 2022	331	3.4 Proposed Disposal - part of 39 Chapman Street, Johnsonville	2b	Recommend to Council that it: b. Agree to dispose of the Land to the adjoining owner at 15 Chesterton Street, Johnsonville	Completed	
Wednesday, 27 April 2022	332	2.1 Install a signalised crossing system at the Raroa Park/Onslow College	2	Agree that ward Councillors approach the Board of Trustees to request the school take steps to help address congestion and safety issues.	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 27 April 2022	333	3.1 Land Disposal (Isolation Strips) - Hanson Street Service Lane, Moun	2	Recommend to Council that: a. Declare that an approximately 7.24m ² (subject to survey) part of fee simple land adjoining the Hanson Street service lane and being Lot 3 DP 67283, ROT WN36C/236 and part of Part Lot 1 DP 8308, ROT WN379/283 (the Land) is not required for a public work and is surplus to operational requirements. b. Agree to dispose of the Land to the adjoining owner of 25 Hanson Street (Lot 1 DP 358660, ROT 238839), for amalgamation with that property. c. 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 or exchange, imposing any reasonable covenants, and anything else necessary. d. Note that the Land comprises isolation strips that are only 400 millimetres wide	In progress	WCC Regulatory have issued s223 & 224 certification for the subdivision of one of the isolation strips. Now waiting for LINZ to approve subdivision plan, which will trigger settlement.
Wednesday, 27 April 2022	334	3.3 Three Waters Reform Update	2	Support Officers' recommendation that it is not appropriate to lead community consultation on Three Water reform given: * The Three Waters reforms are being progressed in the form of mandatory national level legislation, and engagement on this reform should be led by Central Government * There are currently four significant issues in front of the community for consultation including Residual Waste, Sludge Minimisation Facility Levy, City Housing and the Economic Wellbeing strategy.	Completed	
Wednesday, 27 April 2022	335	3.3 Three Waters Reform Update	3	Agree to provide information to the community on the Council's position on Three Waters Reform and to promote the opportunity to participate in the select committee consultation process at the appropriate times throughout the Government's programme.	Completed	Yes, WCC made a written submission to the WSE bill and spoke to the submission on 10/8/22 at the Select Committee
Wednesday, 27 April 2022	336	3.9 Wellington Water 2022/23 & 2023/24 Year Opex Budget Request	1	Defer this paper to the next Pūroro Āmua Planning and Environment Committee meeting on 12 May 2022.	Completed	Paper was reviewed by the Pūroro Āmua Planning and Environment Committee meeting on 12 May 2022.
Wednesday, 27 April 2022	337	3.7 Forward Programme	1	Receive the information.	Completed	
Wednesday, 27 April 2022	338	3.8 Actions Tracking	1	Receive the information.	Completed	
Wednesday, 27 April 2022	339	3.4 Wellington Water Limited Statement of Intent	1	Receive the information.	Completed	This was received.
Tuesday, 2 August 2022	655	2.1 Botanic Garden ki Paekākā to city Hearings	1	Receive the information.	Completed	
Tuesday, 2 August 2022	656	2.1 Botanic Garden ki Paekākā to city Hearings	2	Hear the oral submitters and thank them for their submissions.	Completed	
Thursday, 11 August 2022	657	2.1 Petition: Pedestrian Crossing for Monorgan Road	1	Receive the information.	Completed	Presented and approved by Councillors on 11 August.
Thursday, 11 August 2022	658	2.1 Petition: Pedestrian Crossing for Monorgan Road	2	Notes that Council acknowledges the safety concerns raised by the community and understands the need for a crossing facility. Officers will start public consultation once we have a preliminary design ready. Further to the consultation and once the best design is chosen, a road safety assessment will be undertaken and then, if no additional changes will be required, a construction panelist is chosen and construction starts.	Completed	Presented and approved by Councillors on 11 August.
Thursday, 11 August 2022	659	3.1 Botanic Garden ki Paekākā to City bike and bus improvements - tra	1	Receives the information	In progress	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 11 August 2022	660	3.1 Botanic Garden ki Paekākā to City bike and bus improvements - tra	2	Notes the submissions	In progress	
Thursday, 11 August 2022	661	3.1 Botanic Garden ki Paekākā to City bike and bus improvements - tra	3	Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2	In progress	
Thursday, 11 August 2022	662	3.1 Botanic Garden ki Paekākā to City bike and bus improvements - tra	4	Agrees to make the following changes to the traffic resolution: a) Extend bus stop 4313 on the north side of Glenmore Street 2 meters eastwards b) Relocate bus stop 5312 on the south side of Tinakori Road 5 meters westwards c) Agree to the proposed parking zone boundary alterations for Thorndon and Kelburn, in line with officers' recommendations. d) Extend the hours for the downhill shared bus and bike lane on Tinakori Road to 7am-10am Monday to Friday.	In progress	
Thursday, 11 August 2022	663	3.1 Botanic Garden ki Paekākā to City bike and bus improvements - tra	5	Adopt the traffic resolution set out in Attachment 3, incorporating the changes set out in recommendation 4	In progress	
Thursday, 11 August 2022	664	3.2 Forward Programme	1	Receive the information.	Completed	
Thursday, 11 August 2022	665	3.2 Forward Programme	2	Note the following items have been added to the Forward Programme for September: 8 th September 2022 • Oral Hearings on proposed bike and bus improvements Newtown to City 15 th September 2022 • Decision on proposed bike and bus improvements Newtown to City • Approach to speed management • Paper with options going forward for the Curtis/Chaytor/Raroa intersection	Completed	
Thursday, 11 August 2022	666	3.3 Actions Tracking	1	Receive the information.	Completed	
Thursday, 15 September 2022	762	2.1 Approach to Speed Management	1	Receive the information	Completed	
Thursday, 15 September 2022	763	2.1 Approach to Speed Management	2	Receive the information development of a draft speed management plan using the following default guidance, where considered appropriate: a. a speed limit of 30 km/h for all non-arterial streets; b. a speed limit of 30 km/h for arterial streets within the central city and town centres, near Kohanga Reo, Kura Kaupapa, public housing, schools, suburban shops, kindergartens, playcentres, early childhood education facilities, and where cycling or pedestrian safety warrants slower speeds; c. a speed limit of 40 km/h for all other arterial streets (with exceptions for a few arterial roads, and regional, national, high-volume roads which would remain at 50 km/h); and d. lower speed limits below 30 km/h (e.g., the existing 10 km/h on Cuba Street	In progress	Work to develop the Draft Speed Management Plan is underway. Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	764	2.1 Approach to Speed Management	3	Note that 2 (a-d) this does not apply to the State Highway Network, for which Waka Kotahi is the road controlling authority.	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	765	2.1 Approach to Speed Management	4	Agree that in developing the draft speed management plan (and during the regional consultation process) the Council will engage with the Greater Wellington Regional Council other Road Controlling Authorities in the region and Māori as required by the Rule as well as engage with schools and the Let's Get Wellington Moving team to adjust the approach above considering the importance of: a. a regionally consistent approach; b. the integration with public transport, to understand the likely effects of the proposed speed changes on bus travel times to ensure ongoing effectiveness and efficiency of the bus network; c. the safety of pedestrians and vulnerable road users and look at opportunities for high quality, accessible, grade separated solutions for pedestrians and cyclists especially where there are major roading changes planned.	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	766	2.1 Approach to Speed Management	5	Agree that officers will report the detailed draft Speed Management Plan to Council in advance of wider public consultation as part of the regional process planned to take place in mid-2023.	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	767	2.1 Approach to Speed Management	6	Note that as part of developing a draft speed management plan, the following specific work will be undertaken to come back to Council for further direction: a. Develop options to change the speed limit within the existing lower speed zone in Newtown from 40km/h to 30km/h. b. Develop options to change the speed limit within the existing lower speed zone on Happy Valley Road from 70 km/h to 50 km/h in advance of the proposed Safer Speeds process. c. Develop options for physical works to improve pedestrian safety near pedestrian crossings on Main Road Tawa between the southern end of Redwood Avenue and McLellan Street, acknowledging that the much-needed speed reductions are likely to take longer than previously indicated to the community. d. Develop options to reduce the speed limit on Wright Street, Mt	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	768	2.1 Approach to Speed Management	7	Note Council Resolution 8C of 25 August 2022 "Officers to start the process to investigate a 30km/hr speed limit on Shelly Bay Rd between the Miramar cutting and the Shelly Bay development, either through the Speed Management Review process or the standard speed review process, whichever is faster."	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	769	2.1 Approach to Speed Management	8	Note that the next Council will consider the feedback from the consultation and make decisions on safe and appropriate speed limits considering feedback from the public.	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	770	2.1 Approach to Speed Management	9	Agree that officers will work with mana whenua and Waka Kotahi to implement bilingual Te Reo traffic signs to support this mahi where possible in accordance with the vision of Te Tauhu, Wellington City Council's Te Reo Policy.	In progress	Plan to report to the Environment and Infrastructure Committee on 27 April 2023.
Thursday, 15 September 2022	772	2.3 Traffic Resolutions Island Bay	1	Receive the information	Completed	
Thursday, 15 September 2022	773	2.3 Traffic resolutions Island Bay	2	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR97-22 – Humber Street, Island Bay – time-restricted parking b. TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines c. TR100-22 – The Parade, Island Bay – time-restricted parking d. TR170-22 – The Parade, Island Bay – time-restricted parking	Completed	
Thursday, 15 September 2022	774	2.6 Chaytor Street, Raroa Crescent, Curtis Street Karori - Safety Improv	1	Receive the information.	Completed	
Thursday, 15 September 2022	775	2.6 Chaytor Street, Raroa Crescent, Curtis Street Karori - Safety Improv	2	Agree for Council Officers to progress the development of a business case to determine the preferred option to take forward to the 2023 Annual Planning process.	Completed	
Thursday, 15 September 2022	776	2.6 Chaytor Street, Raroa Crescent, Curtis Street Karori - Safety Improv	3	Agree that this work be funded out of the 2022/23 minor works programme budget which will require deferral of the lowest priority projects to make available the requisite resource and funding capacity.	Completed	
Thursday, 15 September 2022	777	2.6 Chaytor Street, Raroa Crescent, Curtis Street Karori - Safety Improv	4	Note officers will work to identify any further minor improvements as part of the business case process by the end of 2022 and look to install these by June 2023.	Completed	
Thursday, 15 September 2022	779	2.4 Future Access Road between Strathmore and Moa Point	1	Receive the information	Completed	
Thursday, 15 September 2022	780	2.4 Future Access Road between Strathmore and Moa Point	2	Note that through WIAL's 2040 Masterplan and letter from John Howarth, GM Infrastructure and Development at WIAL, WIAL is committed to ensuring public access through Stewart Duff Drive for the foreseeable future, unless it causes operational disruption, safety risks, or if there is a regulatory driver for change	In progress	
Thursday, 15 September 2022	781	2.4 Future Access Road between Strathmore and Moa Point	3	Agree that Council includes the acquisition and construction of a public road in the 30 Year Infrastructure Strategy for consultation through, and consideration at, the next LTP.	In progress	
Thursday, 15 September 2022	782	2.4 Future Access Road between Strathmore and Moa Point	4	Note that Council does not currently have available any legal means to require WIAL to provide continued public access across their land.	In progress	
Thursday, 15 September 2022	783	2.4 Future Access Road between Strathmore and Moa Point	5	Note Officers will continue engaging with WIAL on Stewart Duff Drive, and work towards a solution if public access through this road is restricted as WIAL plan their airport terminal expansion.	In progress	
Thursday, 15 September 2022	784	2.5 Actions Tracking	1	Receive the information.	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	785	2.2 Single Stage Business Case Approval – LGWM	1	Receives the information and Approves the Let's Get Wellington Moving Travel Behaviour Change (TBCh) Single Stage Business Case.	Completed	
Thursday, 15 September 2022	786	2.2 Single Stage Business Case Approval – LGWM	2	Notes that these initiatives will be mostly delivered through Wellington City Council and Greater Wellington Regional Council	Completed	
Thursday, 15 September 2022	787	2.2 Single Stage Business Case Approval – LGWM	3	Agrees that work can commence on Packages A and B, excluding off-peak public transport fare subsidies	Completed	Pre-implementation work has begun on packages A & B.
Thursday, 15 September 2022	788	2.2 Single Stage Business Case Approval – LGWM	4	Notes that the total costs of the recommended package of the Travel Behaviour Change Single Stage Business Case are \$7.272 million over the 2022/23 and 2023/24 financial years. These costs are shared between GWRC (the Asset owner) and Waka Kotahi. WCC's contribution is staff time from existing budgets. The central government share will be sought through Waka Kotahi's funding approval process.	Completed	
Thursday, 15 September 2022	789	2.2 Single Stage Business Case Approval – LGWM	5	Notes that the total costs of the recommended package of the Travel Behaviour Change Single Stage Business Case are \$52.2 million over 10 years, excluding off-peak public transport fare incentives. Funding for the out years beyond 2024 will be considered as part of the RLTP/NLTP process	Completed	
Thursday, 15 September 2022	790	2.2 Single Stage Business Case Approval – LGWM	6	Note that other programmes of work undertaken by Waka Kotahi, Wellington City Council and the Greater Wellington Regional Council in terms of mass rapid transit, walking improvements and the construction of city wide bus lanes and cycleways are designed to complement this programme of work	Completed	
Thursday, 15 September 2022	791	2.2 Single Stage Business Case Approval – LGWM	7	Note that there will be opportunities to look at increasing efforts to scale up travel behaviour change activities as and when regional and government targets relating to emissions reductions evolves.	Completed	
Thursday, 15 September 2022	792	2.2 Single Stage Business Case Approval – LGWM	8	Note the contribution of WCC staff time is 2.3 FTE, and all other funding will be provided by GWRC/Waka Kotahi.	Completed	
Thursday, 15 September 2022	793	2.2 Single Stage Business Case Approval – LGWM	9	Request officers to invite GWRC staff to meet with the new Council to share information on measures undertaken to reduce cancellations and ensure the bus service is reliable, affordable and convenient.	Completed	Am following up with GW colleagues to find appropriate person to brief WCC councillors. New triennium Councillors received a briefing as part of their induction.
Thursday, 15 September 2022	794	2.7 Newtown to City bike and bus improvements - traffic resolution ap	2	Note the submissions	In progress	
Thursday, 15 September 2022	795	2.7 Newtown to City bike and bus improvements - traffic resolution ap	1	Receive the information	Completed	
Thursday, 15 September 2022	796	2.7 Newtown to City bike and bus improvements - traffic resolution ap	3	Note the consultation summary report, and responses to design feedback shown in Attachments 1 and 2	In progress	
Thursday, 15 September 2022	797	2.7 Newtown to City bike and bus improvements - traffic resolution ap	2	Note the submissions	In progress	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 15 September 2022	798	2.7 Newtown to City bike and bus improvements - traffic resolution ap	4	<p>Agree to make the following amendments to the traffic resolution:</p> <p>a) Extend the proposed loading zone from 24 metres to 30 metres on Cambridge Terrace, removing one additional metered parking space outside 73 Cambridge Terrace</p> <p>PŪRORO ĀMUA PLANNING AND ENVIRONMENT COMMITTEE 15 SEPTEMBER 2022 Minutes of the Pūroro Āmua Planning and Environment Committee 15/09/2022 Page 23</p> <p>Terrace, to accommodate car transporters</p> <p>b) Relocate the start of the Bus lane on Riddiford Street 50 metres north to improve legibility</p> <p>c) Alter 3 parks on the south side of Mein Street to P10 pick up and drop off 8:30am-9am and 2:45pm-3:15pm Monday – Friday during School terms only, P120 at all other times</p> <p>d) Alter 3 parks on east side of Riddiford Street to P10 pick up and drop off 8:30am-9am</p>	In progress	
Thursday, 15 September 2022	799	2.7 Newtown to City bike and bus improvements - traffic resolution ap	5	<p>Agree to proceed with a separate traffic resolution process that seeks to extend bus lane hours on Kent and Cambridge Terraces to 24/7 based on the benefits to bus users and public feedback.</p>	In progress	Traffic resolution to come to Regulatory Processes Committee in April, 2023
Thursday, 15 September 2022	800	2.7 Newtown to City bike and bus improvements - traffic resolution ap	6	<p>Adopt the traffic resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.</p>	Completed	
Thursday, 15 September 2022	801	2.7 Newtown to City bike and bus improvements - traffic resolution ap	7	<p>Request officers report back to Council on the initial monitoring and evaluation of the impacts of the Newtown to City bike and bus improvements, particularly the economic impacts on businesses within 6 months of installation being complete.</p>	In progress	To be undertaken following installation of route.
Thursday, 15 September 2022	802	2.7 Newtown to City bike and bus improvements - traffic resolution ap	9	<p>Request that officers investigate improvements to the bike network that will provide alternatives to the waterfront route.</p>	In progress	Investigations are underway
Thursday, 15 September 2022	803	2.7 Newtown to City bike and bus improvements - traffic resolution ap	8	<p>Request officers update Council on the communication and engagement plans regarding how to use and behaviour of the shared bus stops as soon as possible.</p>	Completed	Update provided via email on Sept 23
Thursday, 15 September 2022	804	2.7 Newtown to City bike and bus improvements - traffic resolution ap	10	<p>Request that officers work with LGWM to deliver permanent upgrades as soon as practicable to remove the need for shared paths.</p>	In progress	On-going
Thursday, 15 September 2022	805	2.7 Newtown to City bike and bus improvements - traffic resolution ap	11	<p>Report back to council on the use of the bus platforms, particularly how they operate in Adelaide Road where they are in more constrained space.</p>	In progress	Waka Kotahi research project underway which will provide robust monitoring and evaluation data of Adelaide Rd bus stop
Thursday, 15 September 2022	806	2.7 Newtown to City bike and bus improvements - traffic resolution ap	12	<p>Request officers to continue working with walking and disability groups to refine detailed design concerns raised following installation.</p>	In progress	Officers continuing to work with disability groups
Thursday, 15 September 2022	807	2.7 Newtown to City bike and bus improvements - traffic resolution ap	13	<p>Request officers to work further with willing businesses along the route to properly understand what signage might help direct customers to off street and side street parking.</p>	In progress	Officers to work through newly established Newtown Business Group on potential signage improvements
Wednesday, 24 August 2022	808	2.1 Public Places Bylaw 2022	1	<p>Receive the information</p>	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 24 August 2022	809	2.1 Public Places Bylaw 2022	2	Agree to the amended Public Places Bylaw 2022 as per Attachment Onee, with minor edits as tabled at the meeting	Completed	
Wednesday, 24 August 2022	810	2.1 Public Places Bylaw 2022	3	Agree to recommend that the Council adopts the new Public Places Bylaw 2022 and, in doing so, revokes Part 5 (Public Places) and Part 10 (Structures in Public Places – Verandahs) of the Wellington City Consolidated Bylaw 2008	Completed	
Wednesday, 24 August 2022	811	2.1 Public Places Bylaw 2022	4	Note that the new Public Places Bylaw will be removed from the Wellington City Consolidated Bylaw 2008 to become a standalone bylaw	Completed	
Wednesday, 24 August 2022	812	2.1 Public Places Bylaw 2022	5	Authorise the Chief Executive and the Chair or Deputy Chair of the Pūrora Waihangā Infrastructure Committee to make minor changes and edits, as required, to the amended Public Places Bylaw 2022 before its adoption.	Completed	
Wednesday, 24 August 2022	813	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	1	Receive the information	Completed	
Wednesday, 24 August 2022	814	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	2	Approve the Let's get Wellington Moving– Aotea Quay Roundabout and associated Traffic Resolutions	In progress	
Wednesday, 24 August 2022	815	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	3	Note Wellington City Council's partner share of costs (49% WCC, 51% Waka Kotahi) to undertake the work in the construction phase starting September 2022	Completed	
Wednesday, 24 August 2022	816	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	4	Request officers investigate options to improve wayfinding signage encouraging pedestrians to use Hutt Road/Thorndon Quay rather than Aotea Quay	In progress	Thorndon Quay, Walking and Cycling Wayfinding will be included close to a Proposed Bus Stop location close to Aotea Quay Overbridge to Ferry Terminal and walking connections from Bunny Street close to Railway Station to Thorndon Quay.
Wednesday, 24 August 2022	817	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	5	Request, as a matter of high priority, officers investigate options to improve the safety of the Aotea Quay pedestrian crossing to the ferry terminal	In progress	Officers will adjust pedestrian ramps for better connection to footpath and further work proposed with National Speed Setting Rule 2022 changes.
Wednesday, 24 August 2022	818	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	6	Note that the speed limits will be reviewed as part of the Speed Management Plan	Completed	
Wednesday, 24 August 2022	819	2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification	7	Request officers to bring back a traffic circulation report which shows the traffic flow around the city early in the new triennium	In progress	Officers continue to engage with the LGWM partners around the incorporation of low traffic interventions, including a traffic circulation plan. Principles that have been adopted by LGWM.
Wednesday, 24 August 2022	820	2.2 Priority Investment Quarterly Report	1	Receive the information	Completed	
Wednesday, 24 August 2022	821	2.2 Priority Investment Quarterly Report	2	Note that there are nineteen projects within the Priority Investment Report which represent key projects and initiatives that are required to meet our priority objectives from the Long-Term Plan	Completed	
Wednesday, 24 August 2022	822	2.2 Priority Investment Quarterly Report	3	Note three new projects were added in the period since March: • Cycleways – Evans Bay Parade Stage 2 • Cycleways – Evans Parade Stage 1 (Part 3) • Zero Waste Programme	Completed	
Wednesday, 24 August 2022	823	2.2 Priority Investment Quarterly Report	4	Note three projects have been closed and were removed from the register in July: • Evans Bay Parade Stage 1 (Part 4) Cycleways • Miramar Avenue Cycleway and Intersection Improvements • St James Theatre Strengthening Project	Completed	
Wednesday, 24 August 2022	824	2.2 Priority Investment Quarterly Report	5	Note that this report is intended to meet the requirement of the Infrastructure Committee's responsibility to monitor and provide oversight for significant projects within its area of focus.	Completed	
Wednesday, 24 August 2022	825	2.3 Forward Programme	1	Receive the information	Completed	
Wednesday, 24 August 2022	826	2.4 Actions Tracking	1	Receive the information	Completed	
Thursday, 8 December 2022	948	2.1 Introductory Speech for Tākai Here Representative	1	Receive the information	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 8 December 2022	949	2.1 Introductory Speech for Tākai Here Representative	2	Thank Holden Hohaia for their introductory speech.	Completed	
Thursday, 8 December 2022	950	2.2 E-Bike Share Trial Scheme	1	Receive the information	Completed	
Thursday, 8 December 2022	951	2.2 E-Bike Share Trial Scheme	2	Agree that the existing e-scooter licences granted to Flamingo and Beam be amended to allow up to 150 e-bikes for each operator to be phased in as demand warrants on a trial basis from 1 January 2023 until the end of the current licence 30 March 2024 or any time that Council chooses.	Completed	
Thursday, 8 December 2022	968	2.2 E-Bike Share Trial Scheme	3	Agree that officers will report back to committee on the outcome of the trial late in 2023 to inform any future licence beyond 30 March 2024	In progress	
Thursday, 8 December 2022	969	2.3 Zero Waste Strategy	1	Receive the information	Completed	
Thursday, 8 December 2022	973	2.3 Zero Waste Strategy	2	Agree to formally consult on the draft Zero Waste Strategy	Completed	
Thursday, 8 December 2022	975	2.4 Development of the new Wellington Region WMMP 2023-2029	1	Receive the information	Completed	
Thursday, 8 December 2022	977	2.4 Development of the new Wellington Region WMMP 2023-2029	2	Agree to formally proceed with the development of a new Wellington Region Waste Management and Minimisation Plan (2023-2029)	Completed	
Thursday, 8 December 2022	980	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	1	Receive the information	Completed	
Thursday, 8 December 2022	981	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	2	Note the capital programme underspend for 2021/22, as reported in the draft Annual Report, was \$65.1 million	Completed	
Thursday, 8 December 2022	983	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	3	Agree to carry-forward prior year underspends as detailed in the "Carry-forward" ledger of appendix 1 – "Recommended Capital Plan"	Completed	Capital Plan updated in the revised budget. This will be reported against through future Quarterly and Annual Reporting.
Thursday, 8 December 2022	984	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	4	Note that the requested carry-forward value is \$52.2 million, not all underspends are required to be carried forward	Completed	
Thursday, 8 December 2022	985	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	5	Agree to reprogramme the 2022/23 Annual Plan and future years' budgets as detailed in the "Plan Change" ledger of appendix 1 – "Recommended Capital Plan"	Completed	Capital Plan updated in the revised budget. This will be reported against through future Quarterly and Annual Reporting.
Thursday, 8 December 2022	987	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	6	Note that it is intended that 99.3% of the current budget will still be delivered within the remainder of the Long-term Plan period	Completed	
Thursday, 8 December 2022	989	2.5 2021/22 Capital Carry-forward and Capital Programme Rescheduling	7	Recommend to Council – Te Kaunihera o Pōneke to agree budget changes as detailed in the "Budget Changes" ledger of appendix 1 – "Recommended Capital Plan"	Completed	
Thursday, 8 December 2022	992	2.6 Very High Critical Assets Report	1	Receive the information	Completed	
Thursday, 8 December 2022	994	2.7 Forward Programme	1	Receive the information	Completed	
Thursday, 8 December 2022	996	2.8 Actions Tracking	1	Receive the information	Completed	
Thursday, 8 December 2022	998	3. Public Excluded	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: 3.1 Appointment of District Plan Hearings Commissioners 3.2 Te Kāinga programme update	Completed	
Thursday, 8 December 2022	1000	3. Public Excluded	2	2. Note that, following the meeting, the information that can be released pertaining to the resolutions will be made publicly available for the following items: a) 3.1 Appointment of District Plan Hearings Commissioners b) b. 3.2 Te Kāinga programme update	Completed	
Thursday, 8 December 2022	1003	3.1 Appointment of District Plan Hearings Commissioners		All clauses	Completed	
Thursday, 8 December 2022	1015	3.2 Te Kāinga programme update		All clauses	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 2 February 2023	1260	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 1	Approve: the business case to proceed with Parts A and B of the Southern Landfill Extension Piggyback Option (SLEPO) Project – to design, consent and construct a new landfill on top of a closed landfill with an estimated cost of \$36M (Capex), including a contingency of \$3.2M.	Completed	Business Case Approved - 2nd February 2023
Thursday, 2 February 2023	1261	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 2	Note the project is at preliminary design stage and has identified a range of potential future risks that will be eliminated or validated through the detailed design and procurement processes. This is planned for June and September 2024 respectively.	In progress	
Thursday, 2 February 2023	1262	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 3	Agree to an amendment to the LTP to bring forward \$16.3M from 2029-2031 period into the 2022-2028 period to address the timing of when funding is required to construct Parts A & B.	In progress	
Thursday, 2 February 2023	1263	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 4	Note the funding request only covers Parts A and B and does not cover the full cost to develop and construct the SLEPO project. Development and construction of Parts C and D, and the funding of this, will be brought to Council when there is a clearer picture of the impact of future waste minimisation initiatives.	In progress	
Thursday, 2 February 2023	1264	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 5	Note The resource consent including preparation of technical reports is on schedule to be lodged on 3 March 2023, in keeping with the required timeframe for the new landfill to be operating by June 2026.	In progress	The lodgement date has moved to 17th March. The project is on track to meet this new date.
Thursday, 2 February 2023	1265	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 6	Note The approval of this business case in February 2023 is required to remain on the critical path and ensure that WCC has a consented and built landfill in operation by June 2026.	Completed	
Thursday, 2 February 2023	1266	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 7	Agree in making the decision to continue landfilling Wellington City's waste in the Ōwhiro catchment and while we work towards our zero waste goal, WCC recognises the importance of the local people, the land and water of Ōwhiro. As custodians of the Southern Landfill, we commit to working with the local community and iwi to resolve any issues arising from the Southern landfill activity in a timely, open and cooperative way.	Completed	
Thursday, 2 February 2023	1267	2.1 Residual Waste - Southern Landfill Extension (Piggyback Option)	Bu 8	Request officers do more work to come up with a suggested due date for the closure of the southern landfill.	In progress	
Thursday, 2 February 2023	1268	2.5 Actions Tracking	1	Receive the information.	Completed	
Thursday, 2 February 2023	1269	2.6 Forward Programme	1	Receive the information.	Completed	
Thursday, 2 February 2023	1270	2.2 Select Committee Submission on Water Services Legislation Bill	and 1	Receive the information.	Completed	
Thursday, 2 February 2023	1271	2.2 Select Committee Submission on Water Services Legislation Bill	and 2	Notes the first of three related Bills, the Water Services Entities Bill, became law on 12 December 2022.	Completed	
Thursday, 2 February 2023	1272	2.2 Select Committee Submission on Water Services Legislation Bill	and 3	Approves the submission, as set out in Attachment 1 on the two remaining Bills before the Finance and Expenditure Select Committee Water Services Legislation Bill and the Water Services Economic Efficiency and Consumer Protection Bill, with the following additions:	Completed	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 2 February 2023	1273	2.2 Select Committee Submission on Water Services Legislation Bill and	3a	Wellington City Council requests the Select Committee amends the WSEEC Bill to mandate resources being made available to councils for procuring external advisors to support engagement in the Commerce Commission-led process to define the regulatory regime	Completed	
Thursday, 2 February 2023	1274	2.2 Select Committee Submission on Water Services Legislation Bill and	3b	Wellington City Council requests the Select Committee amends the WSEEC Bill to mandate a regulatory review following Commerce Commission reporting on preferred regulatory arrangements, with the review preferably undertaken by the High Court.	Completed	
Thursday, 2 February 2023	1275	2.2 Select Committee Submission on Water Services Legislation Bill and	3c	Wellington City Council requests the Select Committee amends the WSEEC Bill to regulate a sufficient period of time between charges being set and communicated, and charges being implemented to ensure time for water service users to understand the financial implications of charges and to access financial relief if required, and to allow organisations who may provide financial relief sufficient time to understand the financial implications of charges.	Completed	
Thursday, 2 February 2023	1276	2.2 Select Committee Submission on Water Services Legislation Bill and	3d	Wellington City Council requests the Select Committee amends the WSEEC Bill... to insert an additional regulatory goal so that where practical WSE's charges will reflect costs incurred delivering the relevant service when provided efficiently.	Completed	
Thursday, 2 February 2023	1277	2.2 Select Committee Submission on Water Services Legislation Bill and	4	Wellington City Council requests the Select Committee amends the WSEEC Bill... to insert an additional regulatory goal so that where practical WSE's charges will reflect costs incurred delivering the relevant service when provided efficiently.	Completed	
Thursday, 2 February 2023	1278	2.3 Submission on Bills Relating to Resource Management Reform	1	Receive the information	Completed	
Thursday, 2 February 2023	1279	2.3 Submission on Bills Relating to Resource Management Reform	2	Agree to approve both submissions, being the Natural and Built Environment Bill submission and Spatial Planning Bill submission, to the Environment Select Committee on both bills with the following change: Amend the Natural and Built Environment Bill submission and Spatial Planning Bill submission to add the following bullet point to the Key Observations/Concerns - NPF section "The Making of Designations should be strictly subject to Section 3 of the Bill, a right of appeal to the Environment Court and all environmental protection mechanisms. Whilst these sections are subject to section 3 of the Bill, there needs to be specific reference to the need to put in place sustainability principles where large scale infrastructure projects are being proposed given that some consented over the course of the RMA have had significant negative environmental outcomes. A	In progress	

Date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 2 February 2023	1280	2.3 Submission on Bills Relating to Resource Management Reform	3	Agree to approve the Wellington City Council's submission to the Environment Select Committee on the Natural and Built Environment Bill, with the following changes:	In progress	
Thursday, 2 February 2023	1281	2.3 Submission on Bills Relating to Resource Management Reform	3a	Amend the submission to recommend that the NPF sets desired standards for the sustainability, quality and design of developments to be consented under NBA plans	In progress	
Thursday, 2 February 2023	1282	2.3 Submission on Bills Relating to Resource Management Reform	3b	Amend the submission to urge the progress of the Climate Adaptation Act through the house and ensure it provides a strong emphasis and practical tools for dealing with the increased rainfall and stormwater expected from Climate Change exacerbated events.	In progress	
Thursday, 2 February 2023	1283	2.3 Submission on Bills Relating to Resource Management Reform	4	Note that the closing date for receiving submissions on the Spatial Planning Bill and the Natural and Built Environment Bill is Sunday 5 February 2023.	In progress	
Thursday, 2 February 2023	1284	2.4 Revocation of the Speed Limits Bylaw	1	Receive the information	Completed	
Thursday, 2 February 2023	1285	2.4 Revocation of the Speed Limits Bylaw	2	Agree to recommend to the Council that the Speed Limits Bylaw be revoked.	Completed	

FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee (the Committee) provides the Forward Programme for the next two meetings (hui) of the Committee.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

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

Risk

- Low Medium High Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. The Forward Programme sets out the reports planned for the Kōrau Tūāpapa | Environment and Infrastructure Committee in the next two hui that require the Committee's consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Takenga mai | Background

4. Not applicable.

Kōrerorero | Discussion

5. The following items are scheduled to go to the Committee's hui:

Rāpare Thursday 27 Pāenga-whāwhā April 2023

- Zero Waste Strategy (Chief Infrastructure Officer)
- Draft Community Climate Adaptation Programme Roadmap (Chief Planning Officer)
- Housing Action Plan 2023-25 (Chief Planning Officer)
- Te Kāinga Programme Update (Chief Planning Officer)
- Speed Management Plan (Chief Infrastructure Officer)

Rāpare Thursday 8 Pīpiri June 2023

- Approval for consultation on the draft Biodiversity Strategy (Chief Customer and Community Officer)
- Frank Kitts Park Development Plan (Chief Planning Officer)
- Wellington Regional Waste Management and Minimisation Plan (Chief Infrastructure Officer)

Ngā mahinga e whai ake nei | Next actions

6. Not applicable.

Attachments

Nil