

MINUTES

WEDNESDAY 26 APRIL 2006

5.33PM

**COUNCIL CHAMBER
FIRST FLOOR, TOWN HALL
WAKEFIELD STREET
WELLINGTON**

PRESENT:

Mayor Prendergast
Councillor Ahipene-Mercer
Councillor Cook
Councillor Foster
Councillor Gill
Councillor McKinnon
Councillor Morrison (5.33 – 6.40pm, 6.42 – 6.43pm)
Councillor Pepperell
Councillor Ruben
Councillor Shaw (5.40 – 6.43pm)
Councillor Wade-Brown
Councillor Wain

APOLOGIES:

Councillor Armstrong
Councillor Ritchie (Leave of Absence)

ABSENT:

Councillor Goulden

054/06C **APOLOGIES**
(1215/11/IM)

Moved Mayor Prendergast, seconded Councillor Foster the motion that Council accept apologies for absence from Councillor Armstrong, apologies for lateness from Councillor Shaw and note Councillor Ritchie's leave of absence.

The motion was put and declared CARRIED on voices.

RESOLVED:

THAT Council

1. *Accept apologies for absence from Councillor Armstrong.*
2. *Accept apologies for lateness from Councillor Shaw.*
2. *Note Councillor Ritchie's leave of absence.*

055/06C **CONFIRMATION OF MINUTES**
(1215/11/IM)

Moved Mayor Prendergast, seconded Councillor Wain the motion that Council approve the minutes of the ordinary meeting of Wednesday 22 March 2006 and Extraordinary meeting of Wednesday 22 March 2006 having been circulated, be taken as a read and confirmed as an accurate record of those meetings.

The motion was put and declared CARRIED on voices.

RESOLVED:

THAT Council

1. *Approve the minutes of the ordinary meeting of Wednesday 22 March 2006 and Extraordinary meeting of Wednesday 22 March 2006 having been circulated, be taken as a read and confirmed as an accurate record of those meetings.*

056/06C **PUBLIC PARTICIPATION**
(1215/11/IM)

NOTED:

There was no public participation.

057/06C **ANNOUNCEMENTS BY THE MAYOR**
(1215/11/IM)

NOTED:

The Mayor advised the meeting that approval had been given for Councillor Pepperell to attend a Conference. She outlined the process as follows which had been followed.

“Approval to Attend the 2006 EECA EnergyWise Councils Forum

- *The Council (at its meeting on 28 June 2004) gave the Mayor, the Chair of the appropriate standing committee and the Chief Executive delegated authority to approve the attendance of elected members at conferences and seminars where there is insufficient time to refer the matter to Council for consideration.*
- *We received advice that the Annual EECA EnergyWise Councils Forum was being held in Nelson in early March, too late to put the matter before Council to consider the attendance of an elected member at the forum.*
- *Councillor Pepperell received a personal invitation from the organisers of the conference to attend both the forum and a pre-forum meeting and he expressed a strong interest in attending.*
- *The forum is specifically for members of the EnergyWise Councils Partnership including Mayors, Councillors and council staff with an energy/planning/transport focus in their role. Council is a member of the EECA partnership.*
- *Councillor Armstrong the Chief Executive and myself gave approval for Councillor Pepperell to attend the Annual EECA Energywise Council Forum and the pre-forum meeting held in Nelson from 8-10 March 2006.*
- *The estimated costs of \$630 will be met from the elected members’ budget.”*

058/06C **PETITIONS**
(1215/11/IM)

NOTED:

There were no petitions presented.

059/06C **CONFLICT OF INTEREST DECLARATIONS**
(1215/11/IM)

NOTED:

1. Councillor McKinnon advised that he had a conflict of interest in relation to Report 3, Clause 1 – Extension to Council Commitment to the New Zealand School of Music Proposal. He advised that he would not take part in debate or voting on the matter.

General Business

060/06C **WELLINGTON CITY COUNCIL SUBMISSION TO THE
GREATER WELLINGTON LTCCP**
Report of Luke Troy – Principal Adviser – Strategy Unit.
(1215/11/IM) (REPORT 1)

Moved Mayor Prendergast, seconded Councillor Foster the substantive motion.

(Councillor Shaw joined the meeting at 5.40pm.)

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Morrison, Pepperell, Ruben, Shaw, Wade-Brown and Wain.

Voting against: Nil.

Majority Vote: 12:0

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Receive the information.*
2. *Endorse the submission (attached to these minutes as appendix 1) to be forwarded to the Greater Wellington Regional Council.*
3. *Delegate to the Mayor and Chief Executive the authority to approve minor drafting changes.*

Reports from Committees – Part A Committee Decisions requiring Council approval

061/06C **STRATEGY AND POLICY COMMITTEE**
Meeting of Thursday 13 April 2006
(1215/11/IM) (REPORT 2)

1. **ITEM 074/06P PROPOSED SPEED LIMIT REDUCTION:
LAMBTON QUAY AND WILLIS STREET**
(1215/52/IM)(REPORT 2)

(Councillor Shaw joined the meeting at 5.40pm.)

Moved Mayor Prendergast, seconded Councillor Pepperell, the substantive motion.

Moved Councillor McKinnon, seconded Councillor Wain the following amendment.

“THAT Council:

Amend 1. Delete references to streets other than Willis Street and Lambton Quay.

New 2. Encourage both Walkwise and Police Officers to give guidance and enforce correct pedestrian behaviour on the streets.”

The amendment to recommendation 1 was put.

Voting for: Councillors McKinnon, Morrison, Ruben and Wain.

Voting against: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, Pepperell, Shaw and Wade-Brown.

Majority Vote: 4:8

The amendment to recommendation 1 was declared LOST.

The amendment new 2 was put.

Voting for: Councillors Ahipene-Mercer, Foster, McKinnon, Morrison, Ruben and Wain.

Voting against: Mayor Prendergast, Councillors Cook, Gill, Pepperell, Shaw and Wade-Brown.

Majority Vote: 6:6

The amendment new 2 was declared LOST by CASTING VOTE.**The substantive motion was put:**

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Pepperell, Shaw, Wade-Brown and Wain.

Voting against: Councillors Morrison and Ruben.

Majority Vote: 10:2

The substantive motion was declared CARRIED.**RESOLVED:**

THAT Council:

1. *Agree to make a resolution under clause 14.3.4 of the Wellington City Consolidated Bylaw to set a 30km/h speed limit on the following sections of road:*

<i>Willis Street</i>	<i>From a point 30metres north of its intersection with Boulcott Street to its intersection with Lambton Quay</i>
<i>Mercer Street</i>	<i>From its intersection with Willis Street to a point 55 metres east of its intersection with Willis Street</i>
<i>Willeston Street</i>	<i>From its intersection with Willis Street to a point 25metres east of its intersection with Willis Street</i>
<i>Customhouse Quay</i>	<i>From its intersection with Lambton Quay to its intersection with Hunter Street</i>
<i>Lambton Quay</i>	<i>From its intersection with Willis Street to a point 30metres south of its intersection with Bowen Street</i>
<i>Lambton Quay</i>	<i>From its intersection with Whitmore Street to its intersection with Bunny Street</i>

<i>Bunny Street</i>	<i>From its intersection with Lambton Quay to its intersection with Thorndon Quay</i>
<i>Lambton Quay (Lambton Terminus)</i>	<i>From its intersection with Bunny Street to its intersection with Mulgrave Street</i>

2. **ITEM 076/06P PROPERTY FOR DISPOSAL UNDER SECTION 40 PUBLIC WORKS ACT 1981 – STAGE ONE: 21A STEBBINGS ROAD, GLENSIDE**
(1215/52/IM)(REPORT 4)

Moved Mayor Prendergast, seconded Councillor Morrison the substantive motion.

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Morrison, Pepperell, Ruben, Shaw, Wade-Brown and Wain.

Voting against: Nil.

Majority Vote: 12:0

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Pursuant to Section 40 of the Public Works Act 1981:*
 - (a) *Agree that the following Council-owned property is not required for a public work:*
 - *Vacant land situated at 21A Stebbings Road, Glenside (Sec 3 SO 336646, Computerised Freehold Register WN191484, Area 2021m2)*
 - (b) *Authorise Council Officers to commission a Section 40 report from a suitably qualified consultant to identify whether the property must be offered back to the former owner or their successor in title, or whether an exemption from offer back applies.*

062/06C **STRATEGY AND POLICY COMMITTEE**
Meeting of Thursday 20 April 2006
(1215/11/IM) (REPORT 3)

(Councillor McKinnon left the table due to a conflict of interest.)

1. **ITEM 088/06P EXTENSION OF COUNCIL COMMITMENT TO THE NZ SCHOOL OF MUSIC PROPOSAL (1215/52/IM)(REPORT 4)**

Moved Councillor Morrison, seconded Councillor Ahipene-Mercer the substantive motion.

Moved Councillor Foster, seconded Councillor Shaw, the procedural motion that the motion be put.

The procedural motion that the motion be put was PUT.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Foster, Gill, Morrison, Pepperell, Ruben, Shaw and Wain.

Voting against: Councillors Cook and Wade-Brown.

Majority Vote: 9:2

The procedural motion that the motion be put was declared CARRIED.

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Foster, Gill, Morrison, Shaw, Wade-Brown and Wain.

Voting against: Councillors Cook, Pepperell and Ruben.

Majority Vote: 8:3

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Agree to extend its commitment to the proposal through to 31 March 2007, subject to the conditions agreed at the 23 September 2004 Council meeting.*
2. *Agree to continue its delegation to the Chief Executive of the task of negotiating the agreement with Massey and Victoria universities, and monitoring compliance with and progress against this agreement.*

(Councillor McKinnon returned to the table.)

2. **ITEM 091/06P FILLING OF VACANCY OF MAKARA/OHARIU
COMMUNITY BOARD**
(1215/52/IM)(REPORT 5)

**Moved Councillor Shaw, seconded Councillor McKinnon the
substantive motion.**

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook,
Foster, Gill, McKinnon, Morrison, Pepperell, Ruben,
Shaw, Wade-Brown and Wain.

Nil. Nil.

Majority Vote: 12:0

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Agree that if a by-election is required:*

- (i) *the returned voting documents be processed during the one week period prior to 12 noon on election day (i.e. Monday 5 June to Saturday 10 June 2006), such early processing to be undertaken by the Electoral Officer in strict accordance with section 79 of the Local Electoral Act 2001, the Local Electoral Regulations 2001 and the Society of Local Government Managers' Code of Best Practice.*
- (ii) *The names of the candidates for the by-election be listed on the voting document in random order of surname.*

(Councillor Morrison left the meeting at 6.40pm.)

3. **ITEM 092/06P TRAFFIC RESOLUTIONS**
(1215/52/IM)(REPORT 6)

**Moved Mayor Prendergast, seconded Councillor Ruben the
substantive motion.**

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Pepperell, Ruben, Shaw, Wade-Brown and Wain.

Voting against: Nil.

Majority Vote: 11:0

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*

a) *NO STOPPING AT ALL TIMES – BARODA STREET – KHANDALLAH – (189-05)*

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Baroda Street</i>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 10 metres.</i>

b) *RESTRICTED PARKING – HANIA STREET – MOUNT VICTORIA – (191-05)*

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hania Street</i>	<i>No Stopping At All Times Except Authorised Vehicles (Funeral Parking for services at the Greek Orthodox Church, Hania Street).</i>	<i>East side, commencing 4 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerb line for 34 metres.</i>

c) **BUS STOP – BURMA ROAD – KHANDALLAH – (196-05)**

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Burma Road	Bus Stop At All Times	<i>East side, commencing 31 metres north of its intersection with Fraser Avenue and extending in a northerly direction following the eastern kerbline for 14 metres.</i>

d) **NO STOPPING AT ALL TIMES – KARORI ROAD – KARORI – (197-05)**

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Karori Road	No Stopping At All Times	<i>South side, commencing 69 metres east of its intersection with Campbell Street and extending in an easterly direction following the southern kerbline for 21 metres.</i>

e) **TIME LIMITED PARKING – EVEREST STREET – KHANDALLAH – (198-05)**

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Everest Street	P120	<i>South side, commencing 43 metres east of its intersection with Nicholson Road and extending in a easterly direction following the southern kerbline for 10 metres.</i>

f) **P10 – HUMBER STREET – ISLAND BAY – (199-05)**

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Humber Street	<i>P10, Monday – Sunday, 7:00 am - 8:00 pm</i>	<i>East side, commencing 9.5 metres from its intersection with The Parade and extending in a southerly direction following the eastern kerbline for 5 metres.</i>

g) RESIDENT PARKING – SALAMANCA ROAD – KELBURN – (220-05)

Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00 am - 6:00 pm</i>	<i>East side, commencing 18 north of its intersection with Gladstone Terrace and extending in a northerly direction following the eastern kerbline for 21.5 metres.</i>

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles Monday to Friday, 8:00 am - 6:00 pm.</i>	<i>East side, commencing 18 north of its intersection with Gladstone Terrace and extending in a northerly direction following the eastern kerbline for 27.5 metres.</i>

h) NO STOPPING AT ALL TIMES – IMRAN TERRACE – KHANDALLAH – (01-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
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<i>Imran Tce</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 206.5 metres north of its intersection with Rangoon Street and extending in a westerly direction following the northern kerbline for 8 metres.</i>
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i) P10 – NGAIO ROAD – KELBURN – (04-06)

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

<i>Column One</i> <i>Ngaio Road</i>	<i>Column Two</i> <i>P10, Monday – Friday, 8:00 am. - 9.30am, 3:00 pm - 4.30 pm.</i>	<i>Column Three</i> <i>North side, commencing 23 metres west of its intersection with Rimu Road and extending in a westerly direction following the northern kerbline for 10 metres.</i>
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j) NO STOPPING AT ALL TIMES – IMLAY CRESCENT – NGAIO – (05-06)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

<i>Column One</i> <i>Imlay Cres</i>	<i>Column Two</i> <i>No Stopping At All Times</i>	<i>Column Three</i> <i>South side, commencing 223 metres south of its intersection with Abbott Street and extending in a easterly direction following the southern kerbline for 15 metres.</i>
<i>Imlay Cres</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 180 metres south of its intersection with Abbott Street and extending in a easterly direction following the northern kerbline for 30 metres.</i>

k) MOBILITY PARKING – YULE STREET – KILBIRNIE – (06-06)

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Yule Street	<i>No Stopping At All Times Except For Vehicles Displaying An Operational Mobility Permit.</i>	<i>West side, commencing 54 metres south of its intersection with Rongotai Road and extending in a southerly direction following the western kerbline for 5 metres.</i>

l) BUS STOP MOOREFIELD ROAD – JOHNSONVILLE – (07-06)

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Moorefield Road	<i>Bus Stop, Monday – Friday, 7: 00 am to 9: 00 am</i>	<i>East side, commencing 214 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerbline for 18 metres.</i>

m) BUS LANE, MOTORCYCLE AND METERED PARKING – KENT TERRACE – TE ARO – (171-06)

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kent Terrace	<i>P60</i>	<i>East side, commencing 9.5 metres east of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 21.5 metres.</i>

<i>Kent Terrace</i>	<i>P60</i>	<i>East side, commencing 31 metres east of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 6.5 metres.</i>
<i>Kent Terrace</i>	<i>P60</i>	<i>East side, commencing 50 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 14 metres.</i>
<i>Kent Terrace</i>	<i>P60</i>	<i>East side, commencing 90.5 metres east of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
<i>Kent Terrace</i>	<i>P60</i>	<i>East side, commencing 117.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 12.5 metres.</i>

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Kent Terrace</i>	<i>Loading Zone, Goods and Authorised Vehicles Only, Parking 10 minutes At Other Times.</i>	<i>East side, commencing 54 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 25 metres.</i>
<i>Kent Terrace</i>	<i>No Stopping Except for Motorcycles.</i>	<i>East side, commencing 48 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 7</i>

Kent Terrace	Bus Stop At All Times	<i>metres. East side, commencing 138.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 68 metres.</i>
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Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kent Terrace	Clearway, Monday – Friday, 7:00 am – 9:00 am, 4:00 pm – 6:00pm	<i>East side, commencing 54 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 25 metres.</i>
Kent Terrace	No Stopping At All Times	<i>East side, commencing 206.5 metres from its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 10.5 metres</i>
Kent Terrace	No Stopping At All Times	<i>East side, commencing 250 metres from its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 26 metres.</i>
Kent Terrace	No Stopping At All Times.	<i>East side, commencing 18 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 30 metres.</i>

Delete from Schedule F (Metered Parking), of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm.</i>	<i>East side, commencing 80 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 40 metres (7 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm.</i>	<i>East side, commencing 143 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 7 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm.</i>	<i>East side, commencing 16.5 metres south of its intersection with Home Street and extending in a southerly direction following the eastern kerbline for 26 metres (4 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm.</i>	<i>East side, commencing 5.5 metres south of its intersection with Home Street and extending in a southerly direction following the eastern kerbline for 4.5 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm.</i>	<i>East side, commencing 16.5 metres south of its intersection with Home Street and extending in a southerly direction</i>

<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm</i>	<i>following the eastern kerbline for 5.5 metres (1 carpark). West side, commencing 8 metres south of its intersection with Elizabeth Street and extending in a westerly direction following the southern kerbline for 144 metres (24 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 4:00 pm; Friday, 9:00 am – 4:00 pm, 6:00 pm – 8:00 pm; Saturday, 8:00 am – 1:00 pm</i>	<i>West side, commencing from its intersection with Elizabeth Street and extending in a westerly direction following the western kerbline for 8 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Friday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 114 metres south of its intersection with Pirie Street and extending in a southerly direction following the western kerbline for 71 metres (12 carparks).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Friday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 28 metres west of its intersection with Vivian Street and extending in a southerly direction following the western kerbline for 55 metres (9 carparks).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Friday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 29 metres west of its intersection with Pirie Street and extending in a southerly</i>

Kent Terrace	<i>P10 Hours Maximum; Monday to Friday, 8:00 am – 6:00 pm.</i>	<i>direction following the western kerblines for 55 metres (9 carparks). West side, commencing 33.5 metres north of its intersection with Buckle Street and extending in a northerly direction following the eastern kerblines for 55 metres (8 carparks).</i>
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*Add to Schedule B (Restricted Parking) of the Traffic
Restrictions Schedule.*

Column One	Column Two	Column Three
Kent Terrace	<i>Loading Zone, Goods and Authorised Vehicles Only, Parking 10 minutes, Monday – Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 54 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerblines for 12 metres.</i>
Kent Terrace	<i>No Stopping At All Times Except for Angle Parked Motorcycles.</i>	<i>East side, commencing 30 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerblines for 24 metres.</i>
Kent Terrace	<i>Bus Stop At All Times</i>	<i>East side, commencing 167.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerblines for 37.5 metres.</i>

Add to Schedule C (Turning and One Way Restriction, Bus Lanes) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kent Terrace	<i>Omnibuses only, Monday to Friday, 4:00 pm -6:00 pm. Lane may be used by bicycles, motorcycles, police and traffic enforcement vehicles and any vehicle for a distance of no greater than 50 metres for the purpose of turning into or from an adjacent side road or property during these hours.</i>	<i>South-bound lane, generally alongside or closest to the eastern kerbline commencing at its intersection with Elizabeth Street and extending in a southerly direction following the eastern kerbline to its intersection with Ellice Street.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kent Terrace	<i>No Stopping at all Times</i>	<i>East side, commencing at its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 30 metres.</i>

Add to (Schedule F (Metered Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kent Terrace	<i>P120 maximum; Monday to Thursday, 8:00 am – 6:00 pm; Friday, 8:00 am – 8:00 pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 66 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 40 metres (7 carparks)</i>

<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 9:00 am – 6:00 pm; Friday, 9:00 am – 8:00 pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 143 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 7 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00 pm – 8:00pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 6 metres south of its intersection with Elizabeth Street and extending in a southerly direction following the eastern kerbline for 28 metres (5 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00 pm – 8:00 pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 5 metres south of its intersection with Home Street and extending in a southerly direction following the eastern kerbline for 4.8 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00 pm – 8:00 pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 16.5 metres south of its intersection with Home Street and extending in a southerly direction following the eastern kerbline for 5.5 metres (1 carpark).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00 pm – 8:00 pm, Saturday, 8:00 am – 6:00 pm</i>	<i>East side, commencing 34 metres south of its intersection with Home Street and extending in a southerly direction following the eastern kerbline for 9.5 metres (2 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00pm - 8:00pm; Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 7.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 28 metres. (5 carparks).</i>

<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00pm - 8:00pm; Saturday, 8:00 am – 6:00 pm</i>	<i>East side, commencing 49.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 12 metres. (2 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00pm - 8:00pm; Saturday, 8:00 am – 6:00 pm</i>	<i>East side, commencing 89 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 17 metres. (3 carparks).</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am – 4:00 pm, 6:00pm - 8:00pm; Saturday, 8:00 am – 6:00 pm</i>	<i>East side, commencing 115.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerbline for 12 metres. (2 carparks)</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 4:00 pm; Friday, 8:00 am 4:00pm, 6:00pm – 8:00 pm, Saturday, 8:00 am – 6:00 pm.</i>	<i>East side, commencing 138.5 metres south of its intersection with Pirie Street and extending in a southerly direction following the eastern kerblines for 29 metres. (5 carparks)</i>
<i>Kent Terrace</i>	<i>P120 maximum; Monday to Thursday, 8:00 am – 6:00 pm; Friday, 8:00 am – 8:00 pm; Saturday, 8:00 am – 6:00 pm</i>	<i>West side, commencing at its intersection with Elizabeth Street and extending in a southerly direction for 150 metres (24 carparks).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Saturday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 28 metres south of its intersection with Pirie Street and extending in a southerly direction following the western kerbline for 55 metres (9 carparks).</i>

<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Saturday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 114 metres south of its intersection with Pirie Street and extending in a southerly direction following the western kerbline for 71 metres (12 carparks).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Saturday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 47 metres north of its intersection with Buckle Street and extending in a northerly direction following the western kerbline for 28 metres (5 carparks).</i>
<i>Kent Terrace</i>	<i>P10 Hours Maximum; Monday to Saturday, 8:00 am – 6:00 pm.</i>	<i>West side, commencing 15 metres north of its intersection with Buckle Street and extending in a northerly direction following the western kerbline for 16 metres (3 carparks).</i>

Reports from Committee

Part B – Committee decisions for Council to note

063/06C **RECEIPT OF INFORMATION FOR NOTING FROM
COMMITTEES**
(1215/11/IM)

Moved Mayor Prendergast, seconded Councillor Pepperell the substantive motion, that Council receive the information for noting from the Strategy and Policy Committee ordinary meetings of Thursday 13 April 2006 and Thursday 20 April 2006.

The substantive motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Pepperell, Ruben, Shaw, Wade-Brown and Wain.

Voting against: Nil.

Majority Vote: 11:0

The substantive motion was declared CARRIED.

RESOLVED:

THAT Council:

1. *Receive the information for noting from the Strategy and Policy Committee ordinary meetings Thursday 13 April 2006 and Thursday 20 April 2006.*

STRATEGY AND POLICY COMMITTEE

Meeting of Thursday 13 April 2006

(1215/11/IM)

(REPORT 4)

1. **ITEM 073/06P COUNCIL CONTROLLED ORGANISATIONS – DRAFT STATEMENTS OF INTENT**
(1215/52/IM)(REPORT 1)

THAT the Strategy and Policy Committee:

1. *Approve the letters of expectation as amended (attached as appendix 1 to the officer's report).*
2. *Approve the extension of the following funding deeds to 30 June 2007:*
 - a. *Positively Wellington Business*
 - b. *Positively Wellington Tourism*
 - c. *Wellington Museums Trust*
 - d. *Wellington Zoo Trust.*
2. **ITEM 075/06P PRIORITY SEQUENCE FOR UPGRADING COMMUNITY PARKS**
(1215/52/IM)(REPORT 3)

THAT the Strategy and Policy Committee:

1. *Receive the information.*

2. *Approve the framework for establishing a priority sequence for upgrading community parks*
3. *Approve the priority sequence for community park upgrades*

Note

- *That the next three years are already committed to implementing existing parks projects, which include the first priorities of the sequence. i.e. Central Park and Cog Park.*
- *Improving the links to and from Shorland Park will be considered through co-ordination with the safer roads programme.*
- *Implementation of the next community park upgrade will be in 2009/10. This aligns strongly with the Plimmer Bequest forward programme and Plimmer project idea of upgrading five suburban parks.*
- *Initial planning work for the community parks upgrades, identified in the sequence, will be undertaken prior to the Plimmer Bequest Report to consider the next Plimmer project(s) due in 2008/09. This initial planning work will define the scope of the upgrade and identify what components of the upgrade are eligible for Plimmer Bequest funding and what needs to be calculated into the relevant AMP's and LTCCP.*
- *It is important to acknowledge the Plimmer Bequest Criteria and Framework when considering implementation of the priority sequence.*

3. **ITEM 077/06P EECA BIOFUELS CONFERENCE 2006,
WELLINGTON 21 APRIL 2006
(1215/52/IM)(REPORT 5)**

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Approve the attendance of Councillor Pepperell at the EECA Bio Fuels Conference 2006 to be held at the Duxton Hotel Ballroom Wellington on 21 April 2006, and that the costs associated with attending the conference be met from the Elected Members Budget (GVEM01).*
3. *Note that there is a Positively Wellington Tourism Board Meeting and a Wellington Zoo Trust Board Meeting scheduled on Friday 21 April 2006.*
4. *Note that a report back on the conference will be presented to the Strategy and Policy Committee in accordance with Council policy.*

4. **ITEM 078/06P SISTER CITIES NEW ZEALAND 25TH ANNIVERSARY CONFERENCE 2006, WELLINGTON, 9 – 12 MAY 2006 – “CAPITALISING ON THE GAINS”**
(1215/52/IM)(REPORT 6)

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Approve the attendance of Councillors Ahipene-Mercer, Morrison and Wain at the ‘Capitalising on the Gains’ Sister Cities New Zealand 25th Anniversary Conference 2006 to be held in Wellington from, 9-12 May 2006, and that the costs associated with attending the conference be met from the Elected Members Budget (GVEM01).*
3. *Note that there is a Strategy and Policy Committee Agenda meeting for 25 May 2006 Strategy and Policy Committee meeting, a Strategy and Policy Committee pre-meeting session and a 2020 Communications trust meeting scheduled on Tuesday 9 May 2006, an Elected Member Session and a Grants Subcommittee meeting scheduled on Wednesday 10 May 2006 and a Strategy and Policy Committee meeting and Tawa Community Board meeting scheduled on Thursday 11 May 2006.*
4. *Note that a report back on the conference will be presented to the Strategy and Policy Committee in accordance with Council policy.*

STRATEGY AND POLICY COMMITTEE

Meeting of Thursday 20 April 2006

(1215/11/IM)

(REPORT 5)

1. **ITEM 089/06P PROPOSED DISTRICT PLAN CHANGE 43 – HERITAGE PROVISIONS**
(1215/52/IM)(REPORT 2)

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree to publicly notify the proposed plan change, as set out at Appendix 2 of the officers report, in accordance with the First Schedule of the Resource Management Act 1991.*
3. *Delegate to the Portfolio Leader for Urban Development the authority to approve minor editorial word changes and specific wording to give effect to the consequential changes identified in Appendix 2 of the officers report prior to notification.*

4. *Adopt the Section 32 Report set out in Appendix 3 of the officers report.*

2. **ITEM 090/06P CAPITAL PRECINCT**
(1215/52/IM)(REPORT 3)

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree to the objectives as outlined in the Capital Precinct Framework as amended.*
3. *Agree to the proposed set of initiatives as a basis for further discussion with key stakeholders, including Central Government.*
4. *Note that funding for future planning and feasibility work is being considered as part of the 2006/07 Annual Plan round.*
5. *Agree that the Mayor and the Chief Executive approach the Minister for the Environment and the Minister of Culture and Heritage and the respective Chief Executive Officers to seek Government approval and commitment to the Capital Precinct Framework.*

064/06C **QUESTIONS**
(1215/11/IM)

NOTED:

There were no questions.

065/06C **RESOLUTION TO EXCLUDE THE PUBLIC**
(1215/11/IM)

Moved Mayor Prendergast, seconded Councillor Gill, the motion to exclude the public.

The motion was put.

Voting for: Mayor Prendergast, Councillors Ahipene-Mercer, Cook, Foster, Gill, McKinnon, Pepperell, Ruben, Shaw, Wade-Brown and Wain.

Voting against: Nil.

Majority Vote: 11:0

The motion was declared CARRIED.**RESOLVED:**

THAT Council:

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

Report 6 - Newlands Community Centre Project – Alternative Development Option and Wider Context Study

Grounds: Section 48(1)(a) Local Government Official Information and Meetings Act – that public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.

Reasons: Section 7(2)(a) protect the privacy of natural persons, including that of deceased natural persons.

Section 7(2)(c)(ii) Protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment where the making available of the information; would be likely otherwise to damage the public interest.

Section 7(2)(i) To enable a local authority holding the information to carry on, without prejudice or

*disadvantage, negotiations
(including commercial and
industrial negotiations).*

2. *Permit **Sally Dossor of Phillips Fox** to remain at this meeting, after the public has been excluded, because of her knowledge of Report 6 – Strategy and Policy Committee, Meeting of Thursday 13 April 2006 Newlands Community Centre Project – Alternative Development Option and Wider Context Study. This knowledge, which will be of assistance in relation to the matter being discussed.*

The meeting went into public excluded session at 6.41pm.

For item 066/06C, please see the public excluded minutes.

(Councillor Morrison returned to the meeting at 6.42pm.)

The meeting concluded at 6.43pm.

Confirmed: _____
Chair
/ /

SUBMISSION

Greater Wellington Regional Council's Proposed Ten-Year Plan 2006-16 incorporating the 2006/07 Annual Plan

April 2006

Introduction

Wellington City Council (WCC) welcomes the opportunity to make a submission on the Greater Wellington Regional Council's (GWRC) Proposed Ten-Year Plan 2006-16. This is an important document that sets out the long-term vision for the region and outlines the outcomes that the Council is working towards and the groups of actions that will be undertaken over this period.

The GWRC Proposed Ten-Year Plan sets out a vision for a 'sustainable region' and outlines a plan of action centred on 7 themes: environment; transport; water supply; parks; safety and flood protection; land; and community. This submission focuses on two areas: (1) strategic issues relating to the overall content of the ten year plan and the role of GWRC; and (2) operational issues relating to infrastructure development, standards and funding.

1. STRATEGIC ISSUES

Examination of these action themes reveals that the GWRC has taken a relatively narrow view of its responsibilities and role. This is supported by the opening statement from the Chairman that the GWRC was asked to consider funding new areas of work and had the ability to do this under the relevant legislation, however they have decided to 'stick to their knitting' and develop a plan that is 'business as usual'.

Implementing the Wellington Regional Strategy

WCC believes that the goal of a sustainable and prosperous region can only be achieved with the strong and combined leadership of all the local government bodies in the region, including the GWRC. The Wellington Regional Strategy (WRS) reflects this approach, and the continued support of the GWRC in this process is acknowledged. However the GWRC Proposed Ten-Year Plan does not seem to adequately reflect the important role that GWRC will have in implementing the WRS. The Plan does provide for staff resources over the next 3 years to develop and implement the WRS – approximately \$100,000 of operating expenditure is allocated for each of the next 3 years, however this relatively low level of resource is not coupled with a readily identifiable set of actions to deliver the important strategy areas of the WRS where regional action will be necessary. It is acknowledged that the WRS has not yet been completed, however this should not preclude acknowledgement of the key role for the GWRC in its implementation.

WCC believes that several strategy areas being developed as part of the WRS will require action by GWRC to support and implement the agreed approach. For example under the 'Quality Regional Form and Systems' workstream and the 'Unlocking Economic Potential' workstream, the following areas can be identified:

- Managing urban expansion and avoiding unplanned urban sprawl that doesn't meet WRS objectives for compact corridors and mature sub-regional centres – this may require GWRC to develop growth management tools within its Regional Policy Statement.

- Achieving quality urban design at a macro-scale – this may require GWRC to include tools into its Regional Policy Statement to support spatial land-use outcomes as well as pro-active mechanisms to facilitate better quality physical development outcomes.
- Managing the demand for transport - the GWRC Ten-Year Plan includes considerable investment in public transport infrastructure and services and investment in travel planning, however to ensure that this investment is effective GWRC needs to work closely with the territorial authorities (TAs) to ensure that the patterns of land use and the design of urban areas support public transport use. Additional tools may be required for travel demand management of private vehicles.
- Supporting economic growth and innovation – additional investment will be necessary to facilitate regionally significant developments and infrastructure and for promotion and marketing. The WRS workstream on ‘Internationalisation’ is clearly indicating the need to market the region as a whole and GWRC needs to play a key role in this area.
- Developing and maintaining a regional information base and dataset – the GWRC has a key role to play in collecting and maintaining regional data on issues ranging from employment supply and demand to regional landscape values.

Regional leadership

Another key WRS workstream is around ‘Effective Leadership and Partnership’. One of the driving forces behind the development of the WRS has been that whilst individual territorial authorities clearly have the lead role in managing the effects of land uses under the RMA, the larger metropolitan area of Wellington extends across several territorial boundaries. People, goods and services pass over these administrative boundaries on a daily basis and have many and varied interdependencies. Effective joined-up thinking on a regional basis is necessary to manage its future development and the management of its resources.

The GWRC’s Ten-Year Plan includes investment in a number of key regional resources, for example its parks network, the water supply and its transport network – however it doesn’t appear to recognise the critical link between these and spatial land use issues. How the region is developed, the shape of this development and the way it is designed will all have significant impacts on the demand for the region’s resources. Just managing the ‘end of the pipe’ issues will always only be a partially effective strategy and is likely to result in increased overall costs.

As an example of this approach, examination of the group of actions under the heading of ‘Land’ reveals that actions are confined to: managing pest animals and plants; managing animal health; and promoting sustainable land management through such means as catchment plans, soil conservation, and riparian management). There is no mention of activities relating to managing spatial land use issues at a regional level.

Evidence from other OECD countries is that the key competitiveness factors for cities are centred on four areas: economic structure and support base; quality of infrastructure; governance and leadership; and quality of life and urban environment. Influencing the spatial shape of cities is a fundamental requirement to developing an innovation-led economy, and good urban form provides an optimal environment for business to flourish as well as more efficient use of infrastructure. Strong regional leadership on all

these issues is needed – not just as part of a joint WRS process but utilising the individual implementation tools that each local government has at its disposal – including the GWRC.

The Wellington City Council has identified urban management issues as its five highest strategic priorities for the next 3 years, including: improving residential infill management; achieving high quality urban design; concentrating development in a growth spine; developing and implementing the Wellington Regional Strategy; and protecting and enhancing local sense of place. The WCC draft ten-year plan also places a strong emphasis on managing urban development and economic development.

Responding to legislative change

As noted in the GWRC Ten-Year Plan, recent legislation has encouraged a wider view of the role of local government. The Local Government Act 2002 provides for the purpose of local government to “promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future” and sets out a range of tools to enable this role to be fulfilled. Recent changes to the Resource Management Act 1991 have reinforced the role of regional councils in delivering ‘integrated management’. Section 30(gb) now provides for a regional council to have the additional function of:

“the strategic integration of infrastructure with land use through objectives, policies and methods”

It is the belief of the Wellington City Council that the draft GWRC Ten-Year Plan does not currently respond adequately to these important roles and functions.

Comparative regional approaches

For comparison, WCC examined the draft ten-year plans of other regional councils that included metro areas. Many of these exhibited a very different emphasis from GWRC and considerably more focus on spatial urban development and economic development issues. Some examples are included below.

The Auckland Regional Council draft ten-year plan includes seven key action areas. Some of these action areas mirror those outlined by GWRC – Transport, Open Space and Recreation, and Safety – however a very different emphasis is given by the inclusion of the key action areas of : ‘Built Environment’, ‘Economic Development’ and ‘Regional Leadership and Community Development’. The ten-year plan makes the clear statement that:

“The ARC is responsible for managing the physical and spatial growth of the Auckland region. We provide the decision framework that guides the activities needed to deliver high-quality urban development..... the ARC aims to lift (economic) productivity in the region, and focus on people and skills, business innovation in an international context, and infrastructure for a world-class city.”

The Auckland Region ten-year plan provides for operating spend of approximately \$6 million per annum on the Built Environment action areas and \$3 - \$4 million per annum on the Economic Development action area over the next 3 years.

The Bay of Plenty Regional Council draft ten-year plan includes as one of nine activity groups that of ‘Development’. This includes working with other local governments to:

‘properly respond to emerging land use and growth trends’; working in partnership to ‘promote the sustainable economic development of the region’ and research and analysis of significant development issues from a regional perspective. The ten-year plan provides for operating spend of approximately \$430,000 to \$570,000 per annum on the Development action area over the next 3 years.

2. OPERATIONAL ISSUES

A significant factor for the competitiveness of cities and regions is the quality of their infrastructure. High quality infrastructure serves the needs of the local economy and provides a measure of assurance to business and the community.

At a regional level, the GWRC plays a very important role in the development and maintenance of such quality infrastructure. This role is direct in the provision of services and through influencing. The GWRC provides direct services such as: bulk water, flood protection, and transport. In addition, and arising from its role as a consenting authority, the GWRC is in a unique position to influence the standards of discharges to air, land and water by setting and monitoring consent conditions for other TAs in the region. It also has an important leadership role in the regional management of waste, energy, biodiversity, recreation and landscape.

However Wellington City Council is concerned that there is no clear strategy outlined in the proposed ten-year plan to address the opportunities arising from these important GWRC functions, or to identify and set tangible objectives towards harmonising and improving the quality of regional infrastructure.

We acknowledge improvements to joint resource consent hearings and general partnership working with community planting groups along key catchments and look forward to their continuation.

The Wellington City Council strongly encourages the GWRC to:

1. Provide leadership by example in terms of its asset management practice by utilising internationally accepted standards. Managing assets created for the provision of direct services whilst adhering to maintenance, renewal and upgrade principles, and basing these principles on agreed levels of service; providing customers with a range of options to meet future demand including service level modifications.
2. Assess the efficiency of the services provided through an objective and thorough exploration of available alternatives to better service the regional community.
3. Ensure that its practices in providing flood protection services do not create imbalances in the responsibility and consequent infrastructure investment policies by TAs in the region.
4. Adopt a more proactive posture in monitoring the environmental effects of pollution in the common discharge basin. It is unacceptable to Wellington City Council that there is no assessment of environmental effects report arising from the known pollution of the Waiwhetu stream. It is entirely possible that the Wellington City Council’s sewerage pollution elimination investment of some \$70 million over recent years has been in vain as the positive results of this investment might have been negated by the discharges into the harbour of pollutants from that stream. The GWRC has no way of assessing this possibility as it has no monitoring regime in

- place. It is acknowledged that the draft LTCCP includes resources for the preparation of a Waiwhetu Stream Action Plan.
5. Modify its stance in terms of setting resource consent conditions for discharges to water. The GWRC should utilise its unique position to ensure consistency and balance in setting conditions. This would ensure that all TAs actively contribute to the improvement of the quality of the regional infrastructure and by extension to the overall quality of the natural and economic environment of the region.
 6. Take a stronger leadership role in a regional landscape categorisation exercise to develop a more consistent understanding of regionally outstanding landscapes.
 7. Facilitate a more consistent regional approach to the management of waste through landfills.
 8. Take a leadership role on energy management, including considering a more rapid move towards increased use of renewables and increased efficiency in its own operations. WCC remains very concerned about regional transport strategies that seem to indicate increasing focus on private vehicle travel as opposed to reducing that travel through good urban form and stronger focus on public transport, active modes and road pricing.
 9. Allocate resources to enable Te Araroa Walkway and a coastal path from Owhiro Bay to Makara Beach to be created in the next three years, noting the absence of any regional park within WCC (with the exception of a small part of Belmont Regional Park).
 10. Consider alternatives to the construction of new dams or the development of new sources for water supply. It should be noted that urban form can play a role in reducing demand for water.

Reference is also made to the submission previously made by Wellington City Council in April 2005 on the LTCCP 2003-2013 and proposed Annual Plan 2005/06. This outlined a number of issues relating to:

- rail funding
- flood protection funding policy
- funding for regional tourism facilities including the Karori Wildlife Sanctuary and the Marine Education Centre.

Many of these issues raised in this submission remain relevant. In particular whilst WCC acknowledges the pivotal role that GWRC has played in the establishment of the Karori Wildlife Sanctuary Trust, it is disappointing that the GWRC has not provided any ongoing funding for this important regional facility. Similarly it is disappointing that GWRC has not provided funding for the establishment of the Marine Education Centre, which would provide a regional facility that contributes to the region's economy and the community's understanding of biodiversity.

Conclusions

In summary, the Wellington City Council believes that the GWRC has missed an important opportunity to take a leadership role on critical spatial land use, economic development, infrastructure development and standards issues affecting this region's future, and that the draft Ten-Year Plan does not adequately reflect the work required to implement the Wellington Regional Strategy in which it is a key partner.