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**8 AUGUST 2019**

## **ORDINARY COUNCIL**

**Order Paper for a meeting to be held in the Council Chambers, Level 2,  
Civic Centre, 838-842 Fergusson Drive, Upper Hutt, on -**

**WEDNESDAY 14 AUGUST 2019 AT 4.30PM**

**NOTE:**

**Order Paper reports may be inspected at the following offices whenever they are open to the public:**

- (a) Public Counter, Reception, Level 1, Civic Centre, 838-842 Fergusson Drive, Upper Hutt.**
- (b) The Central Library, 844 Fergusson Drive, Upper Hutt.**
- (c) The Pinehaven Branch Library, Corner Jocelyn Crescent and Pinehaven Road, Upper Hutt.**

## Disclosure Register for Elected Members

Elected Member	Interest	Last Reviewed
His Worship the Mayor, Wayne Guppy	<ul style="list-style-type: none"> <li>• Director, MedicAlert</li> <li>• Trustee, Orongomai Marae</li> <li>• Chair, Wellington Region Mayoral Forum</li> <li>• President, Wellington Racing Club</li> <li>• Deputy Chair, Hutt Valley District Health Board</li> <li>• Chair, Hutt Valley District Health Board Finance Risk Audit Committee</li> <li>• Co-Chair, Joint Capital and Coast, Hutt Valley DHBs Finance Risk Audit Committee</li> <li>• Member, Capital and Coast, Hutt Valley DHBs Community Public Health Advisory Committee and Disability Support Advisory Committee</li> <li>• Member, Capital and Coast District Health Board, Finance Risk and Audit Committee</li> <li>• Trustee, BaseFit New Zealand</li> <li>• Life Member Upper Hutt Rams RFC</li> <li>• Life Member, Wellington Rugby Football Union</li> <li>• Chair, Wellington Regional Amenities Joint Committee</li> <li>• Member, Civil Defence Emergency Management Joint Committee</li> <li>• Member, Hutt Valley Flood Management Subcommittee</li> <li>• Member, LGNZ National Council</li> <li>• Member, NZ Amateur Sport Association</li> <li>• Member, Regional Transport Committee</li> <li>• Member, Remutaka Hill Road Committee</li> <li>• Member, Safe Hutt Valley</li> <li>• Member, Te Atiawaitonu partnership, Hutt Valley District Health Board</li> <li>• Member, Wellington Regional Strategy Committee</li> <li>• Deputy Chair, Wellington Water Committee</li> <li>• Wife employed by various community pharmacies in the Hutt Valley</li> </ul>	Mar 2019
Deputy Mayor, John Gwilliam	<ul style="list-style-type: none"> <li>• Director, Main Street Legal Limited</li> <li>• Deputy Mayor, Upper Hutt City Council</li> <li>• Trustee, Hutt Mana Charitable Trust</li> <li>• Trustee, Timberlea Community House Trust Board</li> <li>• Member Alternate, Regional Transport and Wellington Regional Strategy Committees</li> <li>• Member, Upper Hutt Intermediate Schools Trust</li> <li>• Chair, Risk and Assurance Committee</li> <li>• Accredited Commissioner for Resource Management Act Hearings (Chair Endorsement)</li> </ul>	May 2019
Chris Carson	<ul style="list-style-type: none"> <li>• Principal, Carson Associates NZ</li> <li>• Member of Chartered Accountants of Australia and New Zealand</li> <li>• Treasurer, Upper Hutt Cosmopolitan Club</li> <li>• Chairperson, Finance Committee, Upper Hutt Cosmopolitan Club</li> <li>• Member of Donations and Grants Committee, Upper Hutt Cosmopolitan Club</li> <li>• Secretary/Treasurer, Trentham Community House Charitable Trust</li> <li>• Treasurer and Board member, Upper Hutt Bowling Club Incorporated</li> <li>• Treasurer and Board member, Samaritans of Wellington Incorporated</li> <li>• Treasurer, Wellington Samaritans Foundation</li> <li>• Trustee, CB and PA Carson Family Trust</li> <li>• Deputy Chair, Finance and Performance Committee</li> </ul>	Dec 2018
Ros Connelly	<ul style="list-style-type: none"> <li>• Manager, Project and Portfolio Services Team at Ministry for Primary Industries (who regulate food safety, animal welfare, biosecurity and some other areas that may interface with the Council)</li> <li>• Board of Trustees Member - Fergusson Intermediate</li> <li>• Member, Friends of the Hutt River</li> <li>• Member, Upper Hutt Forest and Bird</li> <li>• Member, Rimutaka Hill Road Committee</li> <li>• Member, Waste Forum - Wellington Region</li> <li>• LGNZ Young Elected Member for Zone 4</li> <li>• Member, Upper Hutt Intermediate Schools Trust</li> </ul>	Aug 2018
Blair Griffiths	<ul style="list-style-type: none"> <li>• Owner of Hillside Auto Wreckers</li> <li>• Griffiths Property Group Limited</li> <li>• Blair Griffiths Family Trust</li> <li>• Chair, City Development Committee</li> <li>• Member, Safe Hutt Valley</li> <li>• Advisor to the Upper Hutt Tigers Rugby League Club Committee</li> <li>• Chair, Board of Trustees – Fergusson Intermediate</li> <li>• Member, Wellington Down Syndrome Association</li> </ul>	June 2019
Paul Lambert	<ul style="list-style-type: none"> <li>• Member, Akatarawa Valley Emergency Response Team Committee</li> <li>• Member, Hutt Valley Services Joint Committee</li> <li>• Member, Hutt Valley Sports Awards Committee</li> <li>• Member, Mainly Acoustic Music Club Committee</li> <li>• Member, Rimutaka Lions Club</li> <li>• Member, Zone 4 Local Government Association</li> </ul>	Mar 2019

Elected Member	Interest	Last Reviewed
Glenn McArthur	<ul style="list-style-type: none"> <li>• Property Investor/Developer self employed</li> <li>• Wife employed at Paino and Robinson Solicitors Upper Hutt</li> <li>• Life Member Upper Hutt Rams RFC</li> <li>• Trustee, BaseFit New Zealand</li> <li>• Chair, Policy Committee</li> <li>• Member Alternate, Wellington Water Committee</li> <li>• Deputy Chair, Risk and Assurance Committee</li> <li>• Accredited Commissioner for Resource Management Act Hearings</li> </ul>	May 2019
Angela McLeod	<ul style="list-style-type: none"> <li>• Shareholder, Maidstone Moto Centre (1996) Limited</li> <li>• Chair, Community Grants Committee</li> <li>• Chair, Waste Forum – Wellington Region</li> <li>• Member, Health Promotion Agency District Licensing Committee Advisory Group</li> <li>• Member, Wellington Region Waste Management and Minimisation Plan Joint Committee</li> <li>• President, Business and Professional Women – Upper Hutt</li> <li>• Deputy Chair, Policy Committee</li> <li>• Accredited Commissioner for Resource Management Act Hearings</li> </ul>	May 2019
Hellen Swales	<ul style="list-style-type: none"> <li>• Coordinator at the Jackson Street Programme Inc</li> <li>• Property Manager</li> <li>• Business coaching/mentor</li> <li>• Husband works in the IT Industry</li> <li>• Chair, Finance and Performance Committee</li> <li>• Member, Hutt Valley Flood Management Subcommittee</li> <li>• National President, The New Zealand Federation for Business and Professional Women</li> <li>• Trustee, Te Whare Tiaki Wahine Refuge</li> </ul>	Dec 2018
Steve Taylor	<ul style="list-style-type: none"> <li>• Freelance musician</li> <li>• Member, Hutt Valley Flood Management Subcommittee</li> <li>• Deputy Chair, City Development Committee</li> <li>• Massey University – Executive MBA Student</li> </ul>	Feb 2019
Dave Wheeler	<ul style="list-style-type: none"> <li>• Director, Wheelers Shoes</li> <li>• Director, Ajamd Limited</li> <li>• Member, Upper Hutt Community Patrol</li> <li>• Member, Upper Hutt Yellow Bellies Incorporated</li> <li>• Chair, Hutt Valley Services Committee</li> <li>• Accredited Commissioner for Resource Management Act Hearings</li> </ul>	May 2019

## ORDINARY COUNCIL

Order Paper for a Public Meeting to be held on WEDNESDAY 14 AUGUST 2019 at 4.30pm

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APOLOGIES	
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<b>2. <u>PRESENTATION: STUDENT UPDATE ON SISTER CITY VISIT TO MESA, ARIZONA</u></b>	
<b>3. <u>CONFLICT OF INTEREST DECLARATIONS AND UPDATES</u></b>	
<b>4. <u>APPROVAL OF MINUTES</u></b>	
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<b>6. <u>ACTIONS AND UPDATES REPORT</u></b>	<b>(306/02-012)</b>
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<b>7. <u>PRIORITY ROUTES AND EARTHQUAKE-PRONE PRIORITY BUILDINGS</u></b>	<b>(331/30-014)</b>
Report from the Director of Planning and Regulatory Services dated 19 July 2019.	53
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<b>8. <u>PROPOSED PLAN CHANGE 42: MANGAROA AND PINEHAVEN FLOOD HAZARD EXTENTS</u></b>	<b>(351/12-046)</b>
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<b>9. <u>ENDORSEMENT OF THE WELLINGTON REGIONAL INVESTMENT PLAN</u></b>	<b>(301/60-020)</b>
Report from the Director of Business Services and Customer Engagement dated 5 August 2019.	93
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**10. APPLICATIONS TO BECOME MANA WHENUA PARTNERS  
ON WELLINGTON WATER COMMITTEE AND PROPOSAL FOR SOUTH WAIRARAPA  
DISTRICT COUNCIL TO BECOME A SHAREHOLDER IN WELLINGTON WATER LIMITED (301/60-028)**

Report from the General Counsel through the Chief Executive dated 2 August 2019. 155  
Recommendations on page 156.

**11. APPEARANCE INDUSTRY BYLAW (331/50-005)**

Report from the Strategic Policy Manager dated 5 August 2019. 190  
Recommendation on page 190.

**12. STATE HIGHWAY 2 – MOWING MAINTENANCE OPTIONS (325/02-001)**

Report from the Parks and Reserves Manager through the Director of Asset Management and Operations dated 8 August 2019. 192  
Recommendation on page 192.

**13. DOCUMENTS SEALED (311/01-003)**

Schedule of Documents Sealed for the period 13 June 2019 to 7 August 2019. 196

**14. SEALING AUTHORITY (311/01-003)**

**RECOMMENDATION**

**That approval be given for the Common Seal to be affixed to all relevant documents in connection with decisions reported in respect of any of the foregoing and following items.**

**15. PUBLIC EXCLUSION**

Resolution as follows required:

That the public be excluded from the following parts of the proceedings of this meeting, namely:

**16. APPROVAL OF MINUTES**

**17. APPROVAL OF COMMITTEE MINUTES**

**18. LEASE NEGOTIATIONS**

**19. PINEHAVEN STREAM IMPROVEMENTS PROJECT**

**20. EXPRESSIONS WHIRINAKI REPORT**

That the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

(A) GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
Approval of Minutes	The withholding of information is necessary to protect information subject to an obligation of confidence.	Section 7(2)(c)

<b>Approval of Committee Report Minutes</b>	<b>The withholding of information is necessary to protect information subject to an obligation of confidence.</b>	<b>Section 7(2)(c)</b>
<b>Lease Negotiations</b>	<b>The withholding of information is necessary to enable Council to maintain legal professional privilege; to carry on without prejudice or disadvantage, negotiations; and to prevent the disclosure or use of official information for improper gain or advantage.</b>	<b>Section 7(2)(g) Section 7(2)(i) Section 7(2)(j)</b>
<b>Pinehaven Stream Improvements Project</b>	<b>The withholding of information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information; and to carry out without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</b>	<b>Section 7(2)(b)(ii) Section 7(2)(i)</b>
<b>Expressions Whirinaki Report</b>	<b>The withholding of information is necessary to enable Council to carry on without prejudice or disadvantage, negotiations; and to prevent the disclosure or use of official information for improper gain or advantage.</b>	<b>Section 7(2)(i) Section 7(2)(j)</b>

**This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.**

**MINUTES of an ORDINARY MEETING of COUNCIL held in the Council Chambers,  
Level 2, Civic Centre, 838-842 Fergusson Drive, Upper Hutt  
on WEDNESDAY 19 JUNE 2019 commencing at 4.30pm**

**PRESENT:** HIS WORSHIP THE MAYOR MR W N GUPPY (CHAIR), CRS C B G CARSON,  
R B T CONNELLY, J B GRIFFITHS, J C GWILLIAM, P E LAMBERT, G T MCARTHUR,  
A R MCLEOD, H SWALES, S P TAYLOR AND D V WHEELER

**IN ATTENDANCE:** CHIEF EXECUTIVE, DIRECTOR OF ASSET MANAGEMENT AND OPERATIONS,  
DIRECTOR OF BUSINESS SERVICES AND CUSTOMER ENGAGEMENT, DIRECTOR OF  
COMMUNITY SERVICES, DIRECTOR OF PLANNING AND REGULATORY SERVICES,  
PERFORMANCE AND CAPABILITY MANAGER, COMMUNITY DEVELOPMENT TEAM  
LEADER, STRATEGIC POLICY MANAGER AND MINUTE TAKER

**PUBLIC BUSINESS**

His Worship the Mayor opened the meeting with a prayer and provided a safety briefing on evacuation procedures.

His Worship the Mayor made mention of the following:

- 3 May – attended the 50<sup>th</sup> Jubilee celebrations of the Upper Hutt Bridge Club;
- 4 May – opened the successful Heretaunga Rotary Book Fest at Expressions Whirinaki;
- 4 May – went to Trentham Fire Station to acknowledge International Firefighters Day;
- 13 May – attended the opening of the new RemarkIt e-Waste processing facility in Upper Hutt;
- 14 May – attended the opening of new the Waitomo Fuel station;
- 15 May – spoke at the Hutt Hospital 75<sup>th</sup> Anniversary event;
- 16 May – attended the successful Hutt Valley Sports Awards;
- 28 May – attended the United States Memorial Service at Pukeahu National Memorial Park;
- 1 June – attended the Powhiri and afternoon tea for Maoribank School 50<sup>th</sup> Jubilee Celebrations;
- 5 June – attended the Young Achiever Awards at Expressions Whirinaki;
- 10 June – attended the Rotary's Pride of Workmanship 21<sup>st</sup> anniversary awards evening;
- 11 June – welcomed 75 new citizens in a ceremony at Expressions Whirinaki;
- 13 June – attended the Wellington District Police Awards Ceremony; and
- 15 June – attended the Investiture Service for 32 St John Members receiving Queens Honours at the Wellington Cathedral of St Paul.

He welcomed the new Director of Business Services and Customer Engagement, Ms Vibhuti Chopra.

## 1. **PUBLIC FORUM**

**Ms Roz Brown** asked for the abandoned vehicle outside 1 Plateau Road to be removed as her efforts to do so had not been successful. The Director of Planning and Regulatory Services advised that officers were working to resolve the matter.

In response to a question from Ms Brown, His Worship the Mayor confirmed the actual capital spend to date was \$1.95M for the Hutt Valley Trunk Wastewater Services.

In response to a question from Ms Brown, His Worship the Mayor advised that a discussion on a regional approach to the District Plan would take place at the Mayoral Forum.

Ms Brown suggested an Energy Dissent Action Plan (EDAP) be introduced to coincide with Council's Sustainability Strategy. Ms Brown asked that Council consider the environmental impact on the native flora and fauna as part of any discussions on recycling. She noted the recycling station bins were often overflowing on Monday mornings, and she requested the emptying schedule be altered. Cr Connelly advised a new bin would be installed by the end of July 2019.

## 2. **CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflict of interest declarations.

## 3. **APPROVAL OF MINUTES**

### (a) **COUNCIL (1-6 – 01/05/19)**

#### **RESOLVED**

**C 190301(3)**

**That the minutes of the Council meeting held on 1 May 2019 be approved.**

Moved His Worship the Mayor/Cr Griffiths

**CARRIED**

### (b) **ADDITIONAL COUNCIL (1-4 – 20/05/19)**

#### **RESOLVED**

**C 190302(3)**

**That the minutes of the Additional Council meeting held on 20 May 2019 be approved.**

Moved His Worship the Mayor/Cr Swales

**CARRIED**

### (c) **ADDITIONAL COUNCIL (1-5 – 04/06/19)**

#### **RESOLVED**

**C 190303(3)**

**That the minutes of the Additional Council meeting held on 4 June 2019 be approved.**

Moved His Worship the Mayor/Cr McArthur

**CARRIED**



**4. APPROVAL OF COMMITTEE MINUTES**

**(a) HUTT VALLEY SERVICES COMMITTEE (1-6 – 03/05/19)**

**RESOLVED**

**C 190304(3)**

**That the report of the Hutt Valley Services Committee meeting held on 3 May 2019 be received and the recommendations contained therein be adopted; excluding item 14: Joint Services Opportunities.**

Moved Cr Wheeler/Cr Swales

**CARRIED**

Cr Gwilliam advised that proposed changes to the Resource Management Act could require Council to undertake a complete District Plan review, at a significant cost. He requested discussions with Hutt City Council commence with regard to sharing costs of a joint District Plan review.

The Director of Planning and Regulatory Services advised officers had met with planning officers at Hutt City Council to discuss the District Plan review and had worked collaboratively in the past on other planning and regulatory matters. He added that collaboration rather than a joint review would be preferable.

**RESOLVED**

**C 190305(3)**

**That item 14: Joint Services Opportunities, of the report of the Hutt Valley Services Committee meeting held on 3 May 2019 be received and the recommendations therein be adopted.**

Moved Cr Wheeler/Cr Swales

**CARRIED**

**(b) TRAFFIC COMMITTEE (1-10 – 15/05/19)**

**RESOLVED**

**C 190306(3)**

**That the report of the Traffic Committee meeting held on 15 May 2019 be received and the recommendations contained therein be adopted, excluding item 4: Matters arising from previous meetings and work in progress.**

Moved Cr Gwilliam/Cr Swales

**CARRIED**

In response to a question from Cr McLeod, the Director of Asset Management and Operations advised that the Committee only dealt with individual requests for installation of mobility parking spaces, however he added that a full city-wide review could occur. His Worship the Mayor advised the parking issues outside Silverstream Primary School appeared to have been resolved.

Cr McLeod advised the word “dairies” had been misspelt.

Cr Gwilliam requested for a Deputy Chair to be appointed to the Traffic Committee.

**RESOLVED**

**C 190307(3)**

**That item 4: Matters arising from previous meetings and work in progress, of the report of the Traffic Committee meeting held on 15 May 2019 be received and the recommendations contained therein be adopted.**

Moved Cr Gwilliam/Cr Swales

**CARRIED**

His Worship the Mayor nominated the Deputy Mayor, John Gwilliam, as Deputy Chair of the Traffic Committee and was seconded by Cr Lambert. There were no other nominations received for Deputy Chair of the Traffic Committee.

**RESOLVED****C 190308(3)**

**That Deputy Mayor, John Gwilliam be appointed as Deputy Chair of the Traffic Committee.**

Moved His Worship the Mayor/Cr Lambert

**CARRIED****(c) CITY DEVELOPMENT COMMITTEE (1-4 – 22/05/19)****RESOLVED****C 1903X09(3)**

**That the report of the City Development Committee meeting held on 22 May 2019 be received and the recommendations contained therein be adopted.**

Moved Cr Griffiths/Cr Taylor

**CARRIED****(d) RISK AND ASSURANCE COMMITTEE (1-3 – 28/05/19)**

His Worship the Mayor noted that the Independent Member of the Committee, Ms Sara Brownlie had advised the Health and Safety Committee minutes should be provided in the non-public section of the Risk and Assurance Committee meeting agendas. The Performance and Capability Manager agreed to provide the health and safety minutes in future.

**RESOLVED****C 190310(3)**

**That the report of the Risk and Assurance Committee meeting held on 28 May 2019 be received.**

Moved Cr Gwilliam/Cr Swales

**CARRIED****(e) FINANCE AND PERFORMANCE COMMITTEE (1-3 – 29/05/19)****RESOLVED****C 190311(3)**

**That the report of the Finance and Performance Committee meeting held on 29 May 2019 be received and the recommendations contained therein be adopted, excluding item 4: Financial Management Report (Rates Funding Statement) to date: 30 April 2019.**

Moved Cr Swales/Cr Carson

**CARRIED**

Cr Gwilliam requested clarification of the extent of the investigation into parking options during the Expressions Whirinaki extension. The Director of Asset Management and Operations advised the area under investigation was the immediate vicinity of the civic precinct. He added a broader study looking at city wide parking would still need to be scheduled.

**RESOLVED****C 190312(3)**

**That item 4: Financial Management Report (Rates Funding Statement) to date: 30 April 2019, of the report of the Finance and Performance Committee meeting held on 29 May 2019 be received and the recommendations contained therein be adopted.**

Moved Cr Swales/Cr Griffiths

**CARRIED****(f) POLICY COMMITTEE (1-6 – 05/06/19)****RESOLVED****C 190313(3)**

**That the report of the Policy Committee meeting held on 5 June 2019 be received and the recommendations contained therein be adopted, excluding item 4: Annual Plan Consultation Review: Waste and Recycling,.**

Moved Cr McArthur/Cr Carson

**CARRIED**

Cr Taylor requested the minutes be amended as he was the member who asked the question concerning the March Madness Fair data, and not Cr McLeod as was recorded in the minutes. The Chief Executive advised he would ascertain whether the requested data could be extrapolated and report back to the members.

**RESOLVED****C 190314(3)**

**That item 4: Annual Plan Consultation Review: Waste and Recycling, of the report of the Policy Committee meeting held on 5 June 2019, be received and the recommendations contained therein be adopted.**

Moved Cr McArthur/Cr Taylor

**CARRIED****5. CHILD PROTECTION POLICY (326/01-000)**

Report from the Community Development Team Leader through the Director of Community Services dated 29 May 2019.

Cr Taylor advised the Oranga Tamariki Act 1989 Section 15 had been misquoted on agenda page 57 and requested “a chief executive...” be corrected to read “**the** chief executive...”

Cr Swales requested clarification of the “School Travel Planning Services” mentioned on agenda page 58. The Director of Community Services advised this was the Walking School Bus movement run by some schools.

In response to a question from Cr Connelly, the Director of Community Services advised the role of Child Protection Officer had been incorporated into the job description of the Community Development Team Leader. He added that all new staff were informed of the Community Development Team Leader’s role as part of their staff induction procedure.

In response to a question from Cr Carson, the Director of Community Services advised that Expressions Whirinaki had also adopted Council’s policy.

In response to a question from Cr Gwilliam, the Community Development Team Leader advised the definition of neglect was deliberately broad.

**RESOLVED****C 190315(3)**

**That Council adopts the proposed amendments to the Child Protection Policy, included as Attachment 1 to the report including any minor grammatical corrections.**

Moved His Worship the Mayor/Cr Gwilliam

**CARRIED****6. DOCUMENTS SEALED (311/01-003)**

Schedule of Documents Sealed for the period 25 April 2019 to 12 June 2019.

Cr Gwilliam declared a conflict of interest with items 3 and 6 in the Schedule of Documents Sealed and took no part in discussion and did not vote on these items.

In response to a question from Cr Swales, His Worship the Mayor advised that there were no standard lease periods

Cr Connelly noted the length of time it had taken to transfer titles from the Borough of Upper Hutt to UHCC was 53 years.

**RESOLVED****C 190316(3)**

**That the Schedule of Documents Sealed for the period 25 April 2019 to 12 June 2019 be received and the actions recorded therein be confirmed.**

Moved His Worship the Mayor/Cr Taylor

**CARRIED****7. SEALING AUTHORITY (311/01-003)****RESOLVED****C 190317(3)**

**That approval be given for the Common Seal to be affixed to all relevant documents in connection with decisions reported in respect of any of the foregoing and following items.**

Moved His Worship the Mayor/Cr McArthur

**CARRIED****ADDITIONAL ITEM NOT ON THE AGENDA****RESOLVED****C 190318(3)**

**That Council accepts a verbal update from His Worship the Mayor concerning Let's Get Wellington Moving, which is an item not on the agenda; for the reasons that a letter from Transport Minister, Hon. Philip Twyford had only recently been received, and the Minister required an urgent response.**

Moved His Worship the Mayor/Cr Swales

**CARRIED**

His Worship the Mayor gave a verbal update regarding the Let's Get Wellington Moving project (LGWM). He advised he had received a letter from Transport Minister, Hon. Philip Twyford, which requested each local authority endorse LGWM to show unity amongst the region and enable the project to proceed.

In response to a question from Cr Gwilliam, His Worship the Mayor explained the focus of New Zealand Transport Agency for transport projects had been altered to align with government policy, and that although both Upper Hutt and Hutt City Councils viewed the Melling, Petone to Grenada and State Highway 58 projects as top priorities, the region as a whole viewed the LGWM project as the top priority. His Worship the Mayor further advised that it was prudent to simplify requests to government, to ensure projects were fully understood and endorsed.

Cr Gwilliam was concerned that there was not enough detail contained in Minister Twyford's letter. His Worship the Mayor said that the Minister's request was to show initial regional support for the project. He further added LGWM would benefit the whole region and the funding would be diverted to other regions if Council's did not endorse the proposal.

In response to a question from Cr McLeod, His Worship the Mayor assured members that input into the project at a later date could still occur.

The Chief Executive advised that governmental policies had changed to focus on safety on highways and mass transport options which included light rail, and that this change in focus had resulted in funding being diverted from the national highways programme. He added that as State Highway 58 did have safety issues and was a resilient east to west route, it would remain as a future project.

The Director of Asset Management and Operations reminded members that this project was introduced in 1963.

Crs Connelly and Taylor supported LGWM, but were disappointed that there was not enough detail or mention of funding for specific Hutt Valley projects.

The Chief Executive advised funding remained available to enable a business case for the Melling/RiverLink project to be progressed.

**RESOLVED**

**C 190319(3)**

**That Council endorses the "Let's Get Wellington Moving" transport package.**

Moved His Worship the Mayor/Cr Lambert

**CARRIED**

**8. PUBLIC EXCLUSION**

**RESOLVED**

**That the public be excluded from the following parts of the proceedings of this meeting, namely:**

**9. APPROVAL OF MINUTES**

**10. APPROVAL OF COMMITTEE MINUTES**

**11. SECOND AMENDMENTS TO WELLINGTON WATER LIMITED CONSTITUTION AND THE SHAREHOLDERS' AGREEMENT**

**12. EXPRESSIONS WHIRINAKI ARTS AND ENTERTAINMENT CENTRE TRUST RECOMMENDATION FOR THE APPOINTMENT OF TWO TRUSTEES (301/60-028)**

**13. LEAVE OF ABSENCE**

**That the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

(A) GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
Approval of Minutes	The withholding of information is necessary to protect information subject to an obligation of confidence.	Section 7(2)(c)
Approval of Committee Minutes	The withholding of information is necessary to protect information subject to an obligation of confidence.	Section 7(2)(c)
Second amendments to Wellington Water Limited Constitution and the Shareholders' Agreement	The withholding of information is necessary to maintain legal professional privilege and to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 7(2)( g) and (i)
Expressions Whirinaki Arts and Entertainment Centre Trust Recommendation for the Appointment of Two Trustees	The withholding of information is necessary to protect the privacy of natural persons.	Section 7(2)(a)
Leave of absence	The withholding of information is necessary to protect the privacy of natural persons.	Section 7(2)(a)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.

Moved His Worship the Mayor/Cr Gwilliam **C 190320(3)** **CARRIED**

The following information was resolved in the Public Excluded meeting, to be released as public information:

**13. EXPRESSIONS WHIRINAKI ARTS AND ENTERTAINMENT CENTRE TRUST RECOMMENDATION FOR THE APPOINTMENT OF TWO TRUSTEES (301/60-028)**

**RESOLVED** **C 190327(3)**

**That Council agrees that the reappointment of Mr Peter Richardson and Mr Owen Anderson as trustees of Expressions Whirinaki Arts and Entertainment Centre Trust no longer be public excluded information and be released as public information.**

Moved Cr McArthur/Cr Griffiths **CARRIED**

The Public Business section of the meeting concluded at 5.24pm.

The Public Excluded Business section of the meeting concluded at 5.52pm.

Confirmed this 14<sup>th</sup> day of August 2019.

W N Guppy  
**MAYOR**

**MINUTES of an ADDITIONAL MEETING of COUNCIL held in the Council Chambers,  
Level 2, Civic Administration Building, 838-842 Fergusson Drive, Upper Hutt  
on WEDNESDAY 26 JUNE 2019 commencing at 9.02am**

**PRESENT:** HIS WORSHIP THE MAYOR MR W N GUPPY (CHAIR), CRS R B T CONNELLY,  
J B GRIFFITHS, J C GWILLIAM, P E LAMBERT, A R MCLEOD, H SWALES,  
S P TAYLOR AND D V WHEELER

**APOLOGIES:** CRS C B G CARSON AND G T MCARTHUR

**IN ATTENDANCE:** CHIEF EXECUTIVE, CHIEF FINANCIAL OFFICER, DIRECTOR ASSET MANAGEMENT  
AND OPERATIONS, DIRECTOR OF BUSINESS SERVICES AND CUSTOMER  
ENGAGEMENT, DIRECTOR PLANNING AND REGULATORY SERVICES,  
PERFORMANCE AND CAPABILITY MANAGER, ENGAGEMENT AND INSIGHT  
MANAGER, FINANCE MANAGER (part meeting), STRATEGIC POLICY MANAGER  
(part meeting), CORPORATE PLANNER, INFORMATION AND COMMUNICATIONS  
OFFICER, PROJECT MANAGER, COMPLIANCE SERVICES OFFICER (PARKING)  
AND COMMITTEE ADVISOR

**WELCOME AND SAFETY BRIEFING**

His Worship the Mayor opened the meeting and provided a safety briefing on the evacuation procedures.

**APOLOGIES**

**RESOLVED**

**C 190401**

**That the apology received from Crs Carson and McArthur be accepted and leave of absence granted.**

Moved

His Worship the Mayor/Cr Griffiths

**CARRIED**

**1. PUBLIC FORUM**

**Lynne McLellan on behalf of Royal Forest and Bird Protection** thanked officers involved in the Annual Plan process. She said the Annual Plan was a well written and easy to read document and commended the Corporate Planner for her efforts on production of the Plan.

She thanked Council for the \$10,000 allocated towards weed control in Upper Hutt as it allowed access to areas where weeds were previously not accessible. Cr Lambert thanked Forest and Bird for their ongoing work to eradicate pests and weeds in Upper Hutt.

**Mary Beth Taylor** thanked the Corporate Planner for her work on the Annual Plan.

She said that the Annual Plan needed to include more action for climate change, environment and sustainability, and social housing to foster a more resilient community in the future. She added that the Annual Plan should also have included provision for Council to act quickly on climate change matters. She noted that the Zero Carbon Bill submissions to parliament closed in July. His Worship the Mayor advised that Council would make a submission to Climate Change Response (Zero Carbon) Amendment Bill.



## **2. CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflicts of interest declarations.

## **3. ADOPTION OF THE ANNUAL PLAN 2019-2020 AND THE SCHEDULE OF FEES AND CHARGES 2019-2020 (310/01-008)**

Report from the Corporate Planner through the Director of Business Services and Customer Engagement dated 17 June 2019.

In response to a question from Cr Swales, His Worship the Mayor advised that the out of district fees for an interment listed in the Schedule of Fees and Charges applied to those who had resided outside of the Hutt Valley.

In response to questions from Cr Swales, the Director of Regulatory Services advised that the cost recovery of officer time for Resource Management was included in the deposit and time could be charged at an hourly or half hourly rate dependant on the time taken to process an application. He added that there was approximately a 3% increase in fees from last year's figures. He further advised that Hutt City Council set the dog impound fees and Council's fees reflected any of the impound fees incurred. He confirmed the new monitoring fees for permitted forestry activity reflected anticipated cost recovery for officer time as Council's responsibility for monitoring had changed under the National Environmental Standards.

Cr Swales asked what the rationale was for there being no rates increase to government and corporate rates and what the reason was for the introduction of a commercial hireage rate for lane hire at H2O Xtream, His Worship the Mayor advised that the Director of Community Services would report back.

In response to questions from Cr Swales, the Director of Asset Management and Operations advised that an overweight vehicle permit fee did not fully recover costs and did cost significantly more than the charges reflected. He added that encroachment licence fees could be further increased to recover actual costs in future. Cr Swales suggested that a fees matrix could be used in future to determine what fees were rate subsidised and what were recovered in full to ensure consistency across the fees and charges. He advised that the trade waste fees were set by Hutt City Council. He added that he would contact Hutt City Council and report back on the rationale of the decrease in trade waste fees.

In response to a question from Cr Swales, Cr McLeod advised that the premium Library membership was for regular library users to increase the amount of books that could be loaned at any one time.

In response to a question from Cr Lambert, the Director of Business Services and Customer Engagement advised that different cost centres had been used for each of the street flagpole components in the Annual Plan 2019-2020 document listed in the Long Term Plan budget carryovers which included the flag tracks, street decorations and flags.

Cr Taylor thanked Council officers for their work to produce the Annual Plan 2019-2020 document.

In response to a question from Cr Taylor, His Worship the Mayor clarified that the matting was scheduled to be completed on the Trentham Memorial Park upgrade by the end of June 2019.

In response to a question from Cr McLeod, the Director of Planning and Regulatory Services advised that the Liquor Licensing fees were set at a national level. He provided an explanation on the risk ratings matrix determinations as set out in the Schedule of Fees and Charges.

Cr Gwilliam supported the Annual Plan but was concerned by the number of financial carryovers within the Annual Plan. Cr Swales requested that Council investigate solutions to address some of the longer-standing financial carryovers within the Annual Plan.

The Chief Financial Officer advised the Maidstone Park Sports Hub sports field upgrade amount of \$1.8M was included as a carryover, however the funds were committed and would be paid before the end of the financial year. She added that the decision to provide any funding shortfall for the Expressions Extension would be added to the Annual Plan in the financial contingencies section.

She further added that more clarification on surplus funding would be added to the Annual Plan to clarify the statement of comprehensive income and expenditure.

The Director of Asset Management and Operations advised there would no longer be a carryover for the road re-sealing as was listed in the Annual Plan carryovers.

**RESOLVED**

**C 190402**

**That Council:**

- (i) adopts the Annual Plan 2019-2020;**
- (ii) adopts the Schedule of Fees and Charges 2019-2020;**
- (iii) publicly notifies the Annual Plan 2019-2020 and the Schedule of Fees and Charges 2019-2020 in accordance with legislative requirements;**
- (iv) authorises officers to send out decision letters to all submitters on the Annual Plan 2019-2020; and**
- (v) in adopting the Annual Plan 2019-2020, authorises officers to correct any minor typographical, arithmetic or formatting errors that may be identified.**

Moved

His Worship the Mayor/Cr Lambert

**CARRIED**

**4. ADOPTION OF THE REVIEWED ECONOMIC DEVELOPMENT STIMULUS POLICY (326/01-000)**

Report from the Corporate Planner through the Director of Business Services and Customer Engagement dated 17 June 2019.

Cr Gwilliam supported the amendments made to the Economic Development Stimulus Policy. He noted that the change in the reference from 'CBD' to 'city centre' enabled more businesses to apply for grants under the Economic Development Stimulus Policy.

**RESOLVED**

**C 190403**

**That Council adopts the Economic Development Stimulus Policy. Included as Attachment 1 to the report, with effect from 1 July 2019.**

Moved

Cr Taylor/Cr Griffiths

**CARRIED**

**5. CONFIRMATION OF THE SETTING OF ANNUAL RATES AND UNIFORM ANNUAL CHARGES (310/07-001)**

Report from the Chief Financial Officer dated 17 June 2019.

His Worship the Mayor thanked the Corporate Planner, Christine Robinson, for her contribution to Council and wished her well for her retirement.

**RESOLVED****C 190404**

That pursuant to section 23 of the Local Government (Rating) Act 2002, Council resolves to set the following rates for rating units in the city of Upper Hutt for the rating year commencing 1 July 2019 and finishing on 30 June 2020 (“the financial year”) as follows:

**(i) GENERAL RATE**

A general rate, set pursuant to Section 13(2) (b) of the Local Government (Rating) Act 2002, on the capital value of rating units in the City, assessed on a differential basis as follows(including GST at the prevailing rate at the time of supply):

Differential	Rateable Capital Value	Factor	Cents in \$
Standard	6,910,924,465	100	0.3126
High Value	See table A below		
Business	739,734,500	270	0.8440
Utilities and Three Waters Utilities	449,405,000	230	0.7190
Rural over 30 ha	106,556,000	73	0.2282
Total Remissions Group Properties	32,051,590		

**(ii) HIGH VALUE CATEGORY OF RATEABLE UNITS (RESIDENTIAL AND RURAL).**

The High Value sub-group formula used to determine the relevant factor is as follows.

For high value properties the Council will set the following values each year for general rating purposes:

- (a) A trigger value (x)
- (b) A rural 33 minimum eligibility value (y)
- (c) An excess percentage (z)
- (d) The factor to be used for general rating purposes will be applied on a step basis. The range of each step will be determined annually by the council.

The minimum value of the first high value step will be \$1,000 more than the standard trigger value.

The factor to be applied to high value properties for general rating purposes will be determined by a formula,  $T/Q \times 100$  where:

- (a)  $T = Q - S$
- (b)  $S = R \times Z$
- (c)  $R = Q - X$
- (d) Q = Minimum value of each step into which the capital value of a high value property fits into.

For the 2019-2020 rating year the Council proposes to set the following values:

- (a) Trigger value = \$1,199,000 (based on a rating unit capital value of \$1,200,000 less 1,000).
- (b) Rural 33 minimum eligibility value = \$1,650,000
- (c) Excess percentage = 0.9
- (d) High value step range = \$25,000.

**Table A – this table illustrates the application of the High Value sub-group formula to the high value sub groups. It is only indicative.**

High Value Sub-groups	Capital Value Range		Rateable Capital Value	Differential Factor	Cents in \$
	From	To			
136	1,200,000	1,224,999	4,820,000	99.93	0.3124
141	1,225,000	1,249,999	1,240,000	98.09	0.3066
146	1,250,000	1,299,999	3,790,000	96.33	0.3011
151	1,300,000	1,399,999	9,350,000	93.01	0.2907
156	1,400,000	1,449,999	1,400,000	87.08	0.2722
161	1,450,000	1,474,999	1,450,000	84.42	0.2639
166	1,475,000	1,499,999	4,500,000	83.16	0.2600
167	1,500,000	1,524,999	1,500,000	81.94	0.2561
171	1,525,000	1,549,999	0	80.76	0.2525
176	1,550,000	1,649,999	3,210,000	79.62	0.2489
181	1,650,000	1,699,999	0	75.40	0.2357
186	1,700,000	1,749,999	3,400,000	73.48	0.2297
191	1,750,000	1,849,999	3,580,000	71.66	0.2240
196	1,850,000		1,900,000	68.33	0.2136
236	1,200,000	1,224,999	6,020,000	99.93	0.3124
241	1,225,000	1,249,999	2,460,000	98.09	0.3066
246	1,250,000	1,299,999	7,560,000	96.33	0.3011
251	1,300,000	1,399,999	8,000,000	93.01	0.2907
256	1,400,000	1,449,999	4,280,000	87.08	0.2722
261	1,450,000	1,474,999	0	84.42	0.2639
266	1,475,000	1,524,999	3,010,000	83.16	0.2600
271	1,525,000	1,549,000	0	80.76	0.2525
276	1,550,000	1,649,999	0	79.62	0.2489
281	1,650,000	1,699,999	1,650,000	75.40	0.2357
286	1,700,000	1,749,999	1,710,000	73.48	0.2297
291	1,750,000	1,849,999	0	71.66	0.2240
296	1,850,000		0	68.33	0.2136

**NOTE: The “100” series of High Value sub groups apply to qualifying properties in the Standard differential. The “200” series of High Value sub groups apply to qualifying properties in the Rural 31 and 32 differentials but only sub-groups 281 and higher apply to qualifying properties in the Rural 33 differential.**

The revenue sought from this rate is \$31,027,000 (inclusive of GST). The purposes to which this revenue will be applied are to meet the costs of land transport, parks and reserves, environmental services, community services and amenities, libraries, economic development, democratic participation, and management support of Council activities.

**(iii) TARGETED RATES**

**WATER**

A targeted rate for water supply, set under section 16 (3)(b) and (4)(a) of the Local Government (Rating) Act 2002, being a charge of either:

- (a) \$267.80 (including GST at the prevailing rate at the time of supply) on each separately used or inhabited portion of a rating unit to which water is supplied ("a serviced property"); or
- (b) \$133.90 (including GST at the prevailing rate at the time of supply) on every rating unit that can be, but is not supplied with water, and is situated within 100 meters of any part of the waterworks ("a serviceable property").

The targeted rates in 2.1.1 apply to the ordinary supply of water as defined in the Upper Hutt City Council Water Supply Bylaw 2008 and the expressions, "serviced property" and "serviceable property" have the same meaning given in that Bylaw.

The revenue sought from this rate is \$4,510,300 (Inclusive of GST) and is to contribute approximately 60 percent of the total requirement needed for the costs of water supply.

**WATER FIRE PROTECTION RATE**

A targeted rate for water supply for fire protection purposes, set under section 16(3) (b) and (4)(b) of the Local Government (Rating) Act 2002, being a rate of:

- (a) 0.02206 cents (including GST at the prevailing rate at the time of supply) per dollar of capital value on each separately used or inhabited portion of a rating unit which is connected to the water supply ("serviced property"); and
- (b) 0.01103 cents (including GST at the prevailing rate at the time of supply) per dollar of capital value on every rating unit that can be, but is not supplied with water and is situated within 100 metres of any part of the waterworks ("serviceable property").

The revenue sought from this rate is \$1,500,750 (inclusive of GST) (and is to contribute 20 percent of the total requirement needed for the costs of water supply).

**STORMWATER RATE**

A targeted rate for stormwater control, set under section 16(3)(b) and (4)(b) of the Local Government (Rating) Act 2002, on the capital value of every rating unit in that part of the city benefiting from the provision of stormwater drainage and flood protection services, assessed on a differential basis as follows (including GST at the prevailing rate at the time of supply):

Differential Group	Capital Value	Factor	Cents in \$
Business	611,220,200	140	0.06681
Other	6,146,926,200	100	0.04772

The revenue sought from this rate is \$3,369,500 (inclusive of GST) and is to contribute to the costs of stormwater drainage and flood protection of the city.

**WASTEWATER RATE**

A targeted rate for wastewater disposal, set under section 16 (3)(b) and (4)(a) of the Local Government (Rating) Act 2002, as a charge for each water closet (pan) or urinal connected to a public sewage drain. The charge is to be \$467.30 (including GST at the prevailing rate at the time of supply) for the first pan or urinal and for every second pan or urinal thereafter.

For the purposes of 2.4.1, a rating unit used primarily as a residence for one household will not be treated as having more than one water closet or urinal.

The number of whole charges payable by schools under the “Wastewater” targeted rate will be calculated using the methodology set out in the Council’s Funding Impact Statement.

The revenue sought from this charge is \$8,490,450 (inclusive of GST) and is to be applied towards the cost of the sewerage reticulation and disposal of bulk sewage schemes.

**(iv) RATES ON DEFENCE LAND**

The rates described in 1.1, 2.2 and 2.3 take into account the requirement to ensure that Defence Department land is not paying a higher amount of rates than would be payable under a land value rating system. This is in accordance with section 22 of the Local Government (Rating) Act 2002.

**(v) DATES THAT RATES ARE PAYABLE**

All rates will be levied by five instalments.

The last date for payment for each instalment (allowing for cyclical billing) and the penalty date from which an additional charge of 10 percent will be added in accordance with sections 57 and 58(1)(a) will be:

	<b>Due Date</b>	<b>Penalty Date</b>
Instalment One	31 August 2019	3 September 2019*
Instalment Two	31 October 2019	1 November 2019*
Instalment Three	15 January 2020	16 January 2020*
Instalment Four	29 February 2020	3 March 2020*
Instalment Five	30 April 2020	1 May 2020*

**\*The penalty date for an instalment will be the penalty date for the next instalment if the recorded due date for an instalment is less than 14 days from the actual delivery date of that instalment invoice.**

**(vi) GOODS AND SERVICES TAX**

All the foregoing rates, charges and revenue required are inclusive of Goods and Services Tax at the prevailing rate (as prescribed pursuant to the Goods and Services Tax Act 1985, as amended).

**(vii) PENALTIES**

Pursuant to section 57 of the Local Government (Rating) Act 2002, the Council resolves to authorise penalties to be added to rates that are not paid by the due date as follows:

- (a) A penalty of 10 percent of rates set for the 2017-2018 year which are unpaid after the last days for payment listed in 3.2 will be added to each instalment of rates levied in the financial year and which remain unpaid immediately following the last day of payment of the instalment concerned as detailed in paragraph 3.2 above (section 58(1)(a)).
- (b) A further penalty of 10 percent of rates set for any previous financial year that is unpaid 5 working days after the date of this resolution. (Section 58(1)(b)).
- (c) A further penalty of 10 percent on rates to which a penalty has been added under paragraph (b) if the rates are unpaid six [6] months after the penalty in paragraph (b) was added. (Section 58(1)(c)).

**(viii) VALUATION ROLL AND RATES RECORDS**

The valuation roll and rates records for the city are available for inspection at the office of the Upper Hutt City Council during normal office hours.

Moved

Cr Gwilliam/Cr Taylor

**CARRIED****6. PUBLIC EXCLUSION**

Resolution as follows required:

**That the public be excluded from the following parts of the proceedings of this meeting, namely:**

**7. MAIDSTONE MAX UPGRADE – CONCEPT DESIGN OPTIONS**

That the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

(A) GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
Maidstone Max upgrade – concept design options	The withholding of information is necessary to carry out, without prejudice or disadvantage, commercial activities and to prevent the disclosure or use of official information for improper gain or improper advantage.	Section 7(2)(h) & Section 7(2)(j)

**This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.**

Moved

His Worship the Mayor/Cr Griffiths

**C 190405**

**CARRIED**

The Public Business section of the meeting concluded at 9:50am.

The Public Excluded section of the meeting concluded at 10.05am.

W N Guppy  
**MAYOR**



**REPORT of an EXTRAORDINARY MEETING of the LEGISLATION COMMITTEE,  
held in the Council Chambers, Level 2, Civic Centre, 838-842 Fergusson Drive, Upper Hutt  
on THURSDAY 11 JULY 2019 commencing at 11.05am**

**PRESENT:** HIS WORSHIP THE MAYOR MR W N GUPPY (CHAIR), CRS A R MCLEOD,  
H SWALES AND S P TAYLOR

**APOLOGIES:** CRS J C GWILLIAM AND G T MCARTHUR

**IN ATTENDANCE:** CR P E LAMBERT, CHIEF EXECUTIVE, STRATEGIC POLICY MANAGER,  
SUSTAINABILITY OFFICER AND COMMITTEE ADVISOR

His Worship the Mayor opened the meeting.

**APOLOGIES**

**RESOLVED**

**LC 190401**

**That the apologies received from Crs Gwilliam and McArthur be accepted and leave of absence granted.**

Moved His Worship the Mayor/Cr Swales

**CARRIED**

The meeting was adjourned at 11.06am and resumed at 11.14am.

**RESOLVED**

**LC 190402**

**That Cr Lambert be granted speaking rights (with no voting rights).**

Moved His Worship the Mayor/Cr Taylor

**CARRIED**

**1. PUBLIC FORUM**

There was no public forum.

**2. CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflicts of interest declarations.

**3. SUBMISSION ON CLIMATE CHANGE RESPONSE (ZERO CARBON) AMENDMENT BILL (326/01-005)**

Report from the Strategic Policy Manager dated 4 July 2019.

His Worship the Mayor noted the purpose of Council's submission on the Climate Change Response (Zero Carbon) Amendment Bill (the Bill) was to support Local Government New Zealand's (LGNZ) submission. He highlighted the importance of communication between the Climate Change Commission and local government to enable engagement with local communities on climate change. He added that there could be a significant financial impact on the Upper Hutt community in order to meet the requirements set out from the government on climate change.

Cr McLeod requested an amendment be made to paragraph 6 of the Council's draft submission to remove the word "other" to read: "any change required to reduce emissions and adapt to climate change not result in any further inequities to Maori, Pasifika, rural and ~~other~~ vulnerable communities".

Cr Taylor noted the legislation was not clear on the expectations and measures on local government. He requested the submission include under paragraph 16 that Council ask central government to recognise the cost of planning, adaptation, mitigation, and any measures required.

His Worship the Mayor noted that the community would demand action on climate change and Council had a responsibility to meet the needs of the community within its legislative authority.

Cr Swales asked that the submission include a stronger statement about the implication of costs on Council associated with the duplication of requests for information from the Commission and to streamline how information was provided. The Strategic Policy Manager advised that the wording of the submission would be amended to strengthen the statement.

In response to a question from Cr McLeod, the Strategic Policy Manager advised the submission would be amended to include: *"UHCC wishes to be heard in relation to this submission"*.

Members agreed that members of the Climate Change Commission must have experience working in or with local government as outlined in the Bill.

**RESOLVED**

**LC 190403**

**That the Committee approves the submission, attached as Appendix 1 to the report, to central government on the Climate Change Response (Zero Carbon) Amendment Bill, subject to the following amendments:**

- (i) **Removes the word 'other' from the sentence on page 5 to read: *any change required to reduce emissions and adapt to climate change not result in any further inequities to Maori, Pasifika, rural and ~~other~~ vulnerable communities;***
- (ii) **Includes under paragraph 16 of the submission that Council ask central government to recognise the cost of planning, adaptation, mitigation and any measures required;**
- (iii) **Strengthen the statement about the implication of costs on Council associated in the duplication of requests of information from the Commission and to streamline how the information was provided;**
- (iv) **Includes the following: *"UHCC wishes to be heard in relation to this submission"*; and**
- (v) **Includes reference that members of the Climate Change Commission must have experience working in or with local government.**

Moved

His Worship the Mayor/Cr Taylor

**CARRIED**

The meeting concluded at 11.29am.

W N Guppy  
**MAYOR**

**REPORT of a MEETING of the CITY DEVELOPMENT COMMITTEE, held in the Council Chambers,  
Level 2, Civic Centre, 838-842 Fergusson Drive, Upper Hutt  
on WEDNESDAY 17 JULY 2019 commencing at 4.32pm**

**PRESENT:** CR J B GRIFFITHS (CHAIR), MAYOR W N GUPPY, CRS R B T CONNELLY,  
P E LAMBERT AND S P TAYLOR

**APOLOGIES:** MAYOR W N GUPPY (for lateness) AND CR G T MCARTHUR

**IN ATTENDANCE:** CHIEF EXECUTIVE, DIRECTOR OF ASSET MANAGEMENT AND OPERATIONS,  
DIRECTOR OF BUSINESS SERVICES AND CUSTOMER ENGAGEMENT,  
DIRECTOR OF COMMUNITY SERVICES, DIRECTOR OF PLANNING AND  
REGULATORY SERVICES, CHIEF FINANCIAL OFFICER, ECONOMIC  
DEVELOPMENT MANAGER (part meeting), MARKETING AND PROMOTIONS  
MANAGER (part meeting), PARKS AND RESERVES MANAGER, ACTING ASSET  
AND PROGRAMME MANAGER (part meeting), SENIOR PLANNER (POLICY) (part  
meeting), PLANNER (POLICY) (part meeting), SUSTAINABILITY OFFICER (part  
meeting) AND COMMITTEE ADVISOR

**PUBLIC BUSINESS**

**WELCOME AND SAFETY BRIEFING**

The Chair opened the meeting and provided a safety briefing on the evacuation procedures.

**APOLOGIES**

**RESOLVED**

**CDC 190401**

**That the apologies received from His Worship the Mayor (for lateness) and Cr  
McArthur be accepted and leave of absence granted.**

Moved

Cr Griffiths/Cr Lambert

**CARRIED**

**1. PUBLIC FORUM**

**Ms Mary Beth Taylor** asked for the terms of reference (ToR) for the Climate Change Focus Group (CCFG) to be more robust and she would like the general and youth CCFGs to work together and participate in discussions on the review of the Sustainability Strategy. She noted that the community needed more focus on water and food supply disruption as well as carbon emissions, sea levels and drought. She requested the minutes of the Climate Change Focus Group to be reported back to the public. She asked for the ToR of the two groups to include iwi and Treaty of Waitangi considerations. The Chief Executive advised that Council would engage with iwi separately on climate change as Council had an obligation to engage with Maori under the Local Government Act 2002. He added that Council's Kaitakawaenga Kaupapa would facilitate discussions between Council and iwi on climate change matters.

In response to a question from Cr Lambert, Ms Taylor said that representation from elected members within the focus groups was preferable.

His Worship the Mayor joined the meeting at 4.44pm.

**Ms Roz Brown** said she was pleased to see the addition of the actions and updates report to the agenda as they kept the public informed. She thanked the Director of Asset Management and Operations for completion of the walking track with linkage at Totara Park Bridge. She commended the Director of Asset Management and Operations on the planting carried out to date at Birchville Park. She said that Forest and Bird were grateful for the use of the Park Street Depot and asked for additional monitoring or improvements of CCTV due to the increased activity from recycling station users. She noted that Porirua City Council had updated their city signage to include Te Reo Maori and she suggested that Council could adopt this initiative.

**Mr Michael Newell** asked Council to investigate solutions to the flooding issues faced by residents in Racecourse Road and the surrounding areas. He asked Council to consider widening the berms in the Racecourse Road area to allow for pedestrians that used walkers to safely use the footpath. He asked whether an underpass at Trentham Station could be possible to assist pedestrians as the overbridge was not accessible for some pedestrians due to the stair climb and did not provide adequate cover, and could be slippery in wet weather. The Director of Asset Management and Operations advised that Council was in discussions with Kiwirail on the double tracking works in Upper Hutt and these included a installation of a subway at Trentham Station, with works scheduled to commence in October 2019 and were expected to take a year to complete the project.

## 2. **CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflict of interest declarations.

## 3. **ACTIONS AND UPDATES REPORT**

Report from the Committee Advisor dated 5 July 2019.

Cr Connelly advised that she had asked for the outcomes from the LGBTQIA+ workshop held in partnership with Te Awakairangi Youth Development Network. The Director of Community Services advised that it was difficult for Council to measure outcomes as a direct result of the workshops, as Council provided information and knowledge to youth workers, who in turn provided support and assistance within the community where the individual impact or direct result of provision of a workshop could not be determined, however the programmes linked to the Community Services objectives to support a safe, engaged, connected, and informed community.

In response to a question from Cr Griffiths, the Director of Community Services advised that Council acted as a facilitator for workshops and programmes within the community, with the aim to support community organisations to adopt and facilitate future programmes within the community. He added that Council provided these workshops and programmes as a direct response to the needs of the community.

Cr Connelly asked for community projects to link back to performance measures and for Council to consider the option to provide fewer projects in order to deliver better outcomes. The Chief Executive advised that consideration of community outcomes could be scoped within the next Long Term Plan process, however he agreed that measurement of outcomes was difficult within the community development space. Cr Connelly asked for performance measures to be strengthened to allow better linkage to community objectives in order to meet the needs of the community.

### **RESOLVED TO RECOMMEND**

**CDC 190402**

**That the Committee notes the actions and updates within the report.**

Moved

Cr Griffiths/Cr Taylor

**CARRIED**

4. **DIRECTOR'S REPORT: ASSET MANAGEMENT AND OPERATIONS DEPARTMENT – JULY 2019 (301/25-003)**

Report from the Director of Asset Management and Operations dated 5 July 2019.

Cr Taylor requested a sign be erected at the Park Street recycling station and a media release be issued that notified users that any dumped recyclable material would be sent to landfill and would not be recycled. He added that further information on the container emptying schedule should also be provided to avoid any confusion. The Director of Asset Management and Operations advised that signage would be erected at the recycling station to provide information on the weekend container schedule until an additional bin was in place and to provide information on any dumped material being sent to the landfill.

Cr Taylor also requested that signage on any works were kept up to date to ensure the public received correct information and avoided confusion if a completion date had changed or a project was delayed. The Director of Asset Management and Operations advised that the signage of the park projects at Harcourt Park and Trentham Park were not updated to reflect the new completion dates.

Cr Taylor noted the cost to mow the section of berm on State Highway 2, near the northern entrance to Upper Hutt, was significant and asked whether planting wildflowers was a more cost effective option than mowing the berm. The Director of Asset Management and Operations advised that an investigation into other options had been undertaken and noted that Auckland City Council and Carterton District Council trialed the option of wildflowers and had both ceased the trial after a period of time. He added that there were soil preparation and seeding costs, as well as ongoing maintenance costs of planting wildflowers, however he agreed to provide a report back to Council on the option of planting wildflowers on the berm.

Cr Griffiths noted that he had been advised by the Director of Asset Management and Operations that alternative options had been explored by Council and presented to New Zealand Transport Agency (NZTA) for consideration. He added the only option was to increase the mowing budget for traffic management to maintain health and safety compliance whilst carrying out the mowing.

In response to a question from Cr Taylor, the Director of Asset Management and Operations advised that he would report back to members on the height the grass could reach before NZTA would intervene and mow the berm.

In response to a question from Cr Griffiths, the Director of Asset Management and Operations advised that NZTA would mow the berm periodically and due to the speed limit on State Highway 2 of 70kmH, it was deemed a level 2 road where NZTA required additional safety measures in place for traffic control on this stretch of road. He added that the reason Council was mowing this stretch of berm was due to complaints received from members of the public because of a recent decrease in mowing services provided by NZTA since they had standardised the frequency of mowing to align with rural mowing frequency.

In response to a question from Cr Connelly, the Director of Asset Management and Operations advised that city image was the reason Council had been mowing this stretch of berm. He added that NZTA only mowed a strip of 5m which would leave the additional width of the road reserve untouched. Cr Connelly questioned whether spending \$30,000 on city beautification was the best use of funds. The Director of Asset Management and Operations advised that Council had received a high number of complaints in the past when the grass was left to grow.

Cr Griffiths noted that if Council did not resolve to increase the mowing budget as was recommended within the report, officers would continue to receive complaints if the grass was left to grow.

In response to a question from Cr Taylor, the Director of Asset Management and Operations advised that information on alternative options and consideration of changing the berm mowing frequency could be brought back to Council for consideration.

In response to a question from Cr Griffiths, the Parks and Reserves Manager advised that consideration could be given to reducing the frequency of mowing the berm to reduce costs.

In response to a question from Cr Lambert, the Director of Asset Management and Operations advised that cycle skills courses were available to Upper Hutt schools and some schools had already participated in the courses.

In response to a further question from Cr Lambert, the Director of Asset Management and Operations advised that an upgrade of the CCTV monitoring system would assist Council to determine the volume of commercial recycling material, if any, that was being disposed of at the Park Street recycling station.

In response to a question from Cr Connelly, the Director of Asset Management and Operations advised the fabrication of the fourth recycling bin at the Park Street recycling station had been delayed.

In response to a question from Cr Griffiths, the Director of Asset Management and Operations advised that statistics could be provided to compare kerbside recycling volume to the volume of recycling collected at the Park Street recycling station, however the private collectors data may not be accurate.

In response to questions from Cr Connelly, the Director of Asset Management and Operations advised that a contractor had been engaged to carry out the remedial drainage works in Kiln Street and works would commence once appropriate gas line clearance had been approved. He added the works to replace the water mains in Gibbons Street was managed by Wellington Water Limited and was likely to take a further six to eight weeks to complete.

In response to a question from Cr Connelly, the Chief Financial Officer advised the Annual Plan budget had been set and the additional funding for the northern mowing would need to be found from within existing budgets.

**RESOLVED TO RECOMMEND**

**CDC 190403**

- (i) That Council receives the report; and**
- (ii) That the Committee defers consideration of increasing the mowing budget by \$30,000 per annum for the duration of the contract for the mowing of the State Highway berms in the northern entrance to the city, to enable investigation of alternative options and costings to be developed and reported to the next Council meeting on 14 August 2019.**

Moved

Cr Griffiths/Cr Taylor

**CARRIED**

**5. DIRECTOR'S REPORT: BUSINESS SERVICES AND CUSTOMER ENGAGEMENT DEPARTMENT - JULY 2019 (301/25-011)**

Report from the Director of Business Services and Customer Engagement dated 5 July 2019.

In response to questions from Cr Connelly, the Director of Business Services and Customer Engagement advised that since the launch of Council's new website, data had shown an increase in engagement and usage. She added that at the time of writing the report, the site was still in its infancy and complete usage data would be reported on in future. She added that whilst Council received approximately ten thousand visitors to the site per annum, there had only been eight instances of feedback received on the new digital 'U' logo since the new site's launch.

In response to a question from Cr Connelly, the Director of Business Services and Customer Engagement advised that she had attended a forum on the future of i-Sites which focussed on the needs of visitors and how to adapt to the changing needs of their customers. She added that Council would need to consider the future direction of the i-Site through the Long Term Plan process.

In response to a question from Cr Taylor, the Economic Development Manager advised that the owner of a commercial premises in Upper Hutt had contacted Council to ask for assistance to redistribute paper bags that were left behind by a previous tenant. He added that the bags would have been sent to landfill if Council had not taken the opportunity to assist with redistribution. He added the community directly benefited from the initiative due to being unable to use single-use plastic bags from 1 July 2019. The Director of Business Services and Customer Engagement added that it was a forward thinking initiative due to phasing out single-use plastic bags and that businesses had first option to collect the paper bags. Cr Taylor commended Council officers on this initiative.

Cr Taylor noted the agreement from Ganson Group to tidy the shop frontages on Main Street and he would also like to see the weeds pulled and the area tidied at the rear of their shops.

**RESOLVED TO RECOMMEND**

**CDC 190404**

**That Council receives the report.**

Moved

His Worship the Mayor/Cr Connelly

**CARRIED**

**6. DIRECTOR'S REPORT: COMMUNITY SERVICES DEPARTMENT – JULY 2019 (301/25-002)**

Report from the Director of Community Services dated 5 July 2019.

Cr Griffiths noted the Library digital database statistic had dropped significantly by 60%. The Director of Community Services advised that a change in the method of data collection resulted in the decrease in reported figures.

Cr Taylor noted the success of the opening of the Bugs exhibition at Expressions Whirinaki and asked whether an update was available on the grant application to the Ministry of Culture and Heritage for the Expressions Whirinaki extension. The Director of Community Services advised that the decision had not yet been released but was expected in July. Cr Taylor requested elected members be advised as soon as the decision was released.

Cr Griffiths noted the success of H<sub>2</sub>O Xtream's team at recent Lifeguard Champs. The Director of Community Services advised the champs were held at Coastlands and it was the first time that H<sub>2</sub>O Xtream had entered a team, and noted it was a great team building exercise.

Cr Lambert commended the Expressions Whirinaki Director and her team for their delivery of successful events, such as the Topp Twins, and exhibitions in Upper Hutt.

**RESOLVED TO RECOMMEND**

**CDC 190405**

**That Council receives the report.**

Moved

Cr Griffiths/His Worship the Mayor

**CARRIED**

**7. DIRECTOR'S REPORT: PLANNING AND REGULATORY SERVICES DEPARTMENT - JULY 2019 (301/25-010)**

Report from the Director of Planning and Regulatory Services dated 5 July 2019.

In response to a question from Cr Connelly, the Director of Planning and Regulatory Services advised that he would report back to members of the Committee on the number of food premises that had passed/failed their inspections.

In response to a question from Cr Connelly, the Director of Planning and Regulatory Services advised that the parking figures reported for May were compiled prior to employment of an

additional part-time parking warden. He added that he did not expect the parking figures to change significantly due to the compliance focus of the suburban monitoring that the additional parking warden was expected to carry out which was unlikely to result in significant volumes of tickets.

Cr Griffiths noted the decrease of noise complaints received in recent months.

Cr Griffiths noted the significant increase in the value of building works and asked what impact that would have on the rating base. The Director of Planning and Regulatory Services advised that the increase was due to consent numbers and the value of works at Rimutaka prison. The Chief Financial Officer advised that Rimutaka prison was rated as a commercial ratepayer.

In response to questions from Cr Taylor, the Director of Planning and Regulatory Services advised that the target to issue building consents within thirteen working days was an internal guideline and not a statutory requirement. He added that the reason for the target was to operate efficiently, with accuracy, in a timely manner. He added the processing figures across the reported period could differ greatly due to a combination of staff resources and work volumes and the lower processing times for June were due to full staff resources and a lower number of consents applied for. He further added that for Upper Hutt, consents peaked in November 2017 and were in decline. He said that this was due to the current macro-economic property cycle. He advised that there would be steady building consent works as a result of the Wallaceville development as Area B of the development was only partly consented.

In response to a further question from Cr Taylor, the Director of Planning and Regulatory Services advised there were initially seven applications received under the Residential Stimulus Policy since its adoption, however over the last three months there was one application received.

In response to a question from Cr Griffiths, the Director of Planning and Regulatory Services advised Council's District Plan was permissive to enable high density housing but did not require it, and the residential stimulus policy provided incentives for developers.

In response to a question from Cr Taylor, the Director of Planning and Regulatory Services advised that Plan Change 50 (Rural and Residential Review) could better enable high density housing. He added that Council had supported the developer at Wallaceville to provide high density housing which resulted in some smaller, potentially more affordable, terraced houses planned within the development, which could help to alleviate issues of housing affordability in Upper Hutt. The Director of Business Services and Customer Engagement advised that there was scope to lobby central government for provision of incentives for developers to create more high density housing.

**RESOLVED TO RECOMMEND**

**CDC 190406**

**That Council receives the report.**

Moved

Cr Taylor/Cr Griffiths

**CARRIED**

The meeting concluded at 6.01pm.

Cr J B Griffiths  
**CHAIR**



**REPORT of a meeting of the HEARINGS PANEL held in the Council Chambers  
Level 2, Civic Centre, 838-842 Fergusson Drive, Upper Hutt,  
on TUESDAY 23 JULY 2019 commencing at 8.32am**

**PRESENT:** CRS J B GRIFFITHS (CHAIR), H SWALES AND D V WHEELER

**IN ATTENDANCE:** HIS WORSHIP THE MAYOR MR W N GUPPY (part meeting), CHIEF EXECUTIVE,  
DIRECTOR OF BUSINESS SERVICES AND CUSTOMER ENGAGEMENT (part meeting),  
DIRECTOR OF PLANNING AND REGULATORY SERVICES, STRATEGIC POLICY  
MANAGER, ANIMAL MANAGEMENT OFFICER AND COMMITTEE ADVISOR

**PUBLIC BUSINESS**

**WELCOME AND SAFETY BRIEFING**

The Chair opened the meeting and outlined the procedures to be followed in case of an emergency.

**1. CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflict of interest declarations.

**2. PUBLIC EXCLUSION**

That the public be excluded from the following parts of the proceedings of this meeting, namely:

**3. APPLICATION FOR PERMISSION TO KEEP THREE DOGS ON A PROPERTY**

**4. OBJECTION TO A DOG BEING CLASSIFIED AS MENACING**

That the dog owner(s) and complainant(s) remain after the public has been excluded so they can answer any questions from Council and provide their account of the incident. To enable Council to hold its deliberations in private, the dog owner(s) and complainant(s) will be required to leave immediately after they have provided their account and the Committee has confirmed it has no further questions for them.

That the general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution is as follows:

<b>(A) GENERAL SUBJECT OF THE MATTER TO BE CONSIDERED</b>	<b>(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO THE MATTER</b>	<b>(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
Application for permission to keep three dogs on a property	To protect the privacy of natural persons, to withhold information that would be likely to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial and to withhold information that would be likely to endanger the safety of any person.	Section 7(2)(a) & Section (6)(a) & Section (6)(b)
Objection to a dog being classified as menacing	To protect the privacy of natural persons, to withhold information that would be likely to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial and to withhold information that would be likely to endanger the safety of any person.	Section 7(2)(a) & Section (6)(a) & Section (6)(b)

**This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.**

Moved

Cr Griffiths /Cr Swales

**(HP 190401)****CARRIED**

The public section of the meeting concluded at 8.35am.

The public excluded section of the meeting concluded at 9.46am.

The Panel's decisions were made public as follows:

**ITEM 3: APPLICATION TO KEEP THREE DOGS ON A PROPERTY**

**DECISION:**

1. That Council receives the report;
2. That the Panel receives the tabled document;
3. That the Panel grants the application to permit the keeping of three dogs on the property at [REDACTED] and [REDACTED];
4. That the Panel's decision is released as public information.

Moved

Cr Griffiths /Cr Swales

**HP 190402****CARRIED**

**ITEM 4: OBJECTION TO A DOG BEING CLASSIFIED AS MENACING****DECISION:**

1. That Council receives the report;
2. That pursuant to Section 33B of the Dog Control Act 1996, the Panel upholds the classification of [REDACTED] as a menacing dog;
3. That pursuant to Section 33E(1)(b) of the Dog Control Act, the Panel confirms the requirement to neuter the dog [REDACTED] and
4. That the Panel's decision is released as public information.

Moved

Cr Griffiths /Cr Wheeler

**HP 190403****CARRIED**

J B Griffiths  
**CHAIR**

**REPORT of a MEETING of the FINANCE AND PERFORMANCE COMMITTEE,  
held in the Council Chambers, Level 2, Civic Centre, 838-842 Fergusson Drive,  
Upper Hutt, on WEDNESDAY 24 JULY 2019 commencing at 4.30pm**

**PRESENT:** CR H SWALES (CHAIR), HIS WORSHIP THE MAYOR MR W N GUPPY,  
CRS C B G CARSON, R B T CONNELLY, J B GRIFFITHS, J C GWILLIAM,  
P E LAMBERT, A R MCLEOD, S P TAYLOR AND D V WHEELER

**APOLOGY:** CR G T MCARTHUR

**IN ATTENDANCE:** CHIEF EXECUTIVE, CHIEF FINANCIAL OFFICER, DIRECTOR OF ASSET  
MANAGEMENT AND OPERATIONS, DIRECTOR OF BUSINESS SERVICES AND  
CUSTOMER ENGAGEMENT, DIRECTOR OF COMMUNITY SERVICES, DIRECTOR OF  
PLANNING AND REGULATORY SERVICES, PERFORMANCE AND CAPABILITY  
MANAGER, STRATEGIC POLICY MANAGER (part meeting) AND MINUTE TAKER

**WELCOME AND SAFETY BRIEFING**

The Chair opened the meeting and outlined procedures to be followed in case of an emergency.

**APOLOGIES**

**RESOLVED**

**FP 190401**

**That the apology received from Cr McArthur be accepted and leave of  
absence granted.**

Moved

Cr Swales/His Worship the Mayor

**CARRIED**

**1. PUBLIC FORUM**

**Mrs Heather Newell** spoke to Item 3 – Draft Annual Report. She requested the online agenda be made more user-friendly to enhance the visual readability of the document. She asked if there was a different way to gauge public opinion for the community survey, as using landline phones was not reflective of the general population. She believed many of the performance measures listed in the document were outputs rather than outcomes. She considered that other methods could be used to measure Council's performance in a number of areas.

Mrs Newell said that water leakage and usage was a significant issue and required further investigation.

**2. CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

There were no conflicts of interest declarations.

**LATE ITEM: FINANCIAL MANAGEMENT REPORT (RATE FUNDING STATEMENT) (310/01-003)**

The Chief Financial Officer explained this report was late as the financial figures had only recently become available.

**RESOLVED TO RECOMMEND****FP 190402**

**That pursuant to Standing Order 3.7.5, the Committee resolves that the report dated 24 July 2019 from the Chief Financial Officer relating 'Financial Management Report (Rate Funding Statement)' be dealt with at the Finance and Performance Committee meeting to be held on Wednesday 24 July 2019.**

Moved

Cr Swales/Cr Carson

**CARRIED****3. DRAFT ANNUAL PLAN (310/01-002)**

Report from the Chief Financial Officer dated 11 July 2019.

Cr Connelly clarified that there were no new performance measures to be discussed as the current performance framework was approved as part of the Long-Term Plan (LTP) process. She added that an explanation of the terms "Parent" and "Group" would assist in the improved readability of the document.

Cr Carson commented there were no commitment statements or notes in the document, and that the Index (agenda page 29) did not list the Statement of Cash Flows and Equity. He said it was important to include an acknowledgement of the funding for Expressions Whirinaki should any shortfall occur.

Cr Gwilliam requested that notes attached to statements or tables included additional information and that paragraph headings accurately reflected the content of the paragraph.

Cr Taylor said the document was difficult to read due to the accounting terminology used with no explanations provided. He suggested a definition pop-up be introduced for the online document. He added that in general the financial data contained in the document was getting easier to read.

In response to a question from Cr McLeod, the Chief Financial Officer advised that to date, no 2019 data was included and yellow highlighting indicated where updates still needed to be made.

In response to a question from Cr Gwilliam regarding Goods and Services Tax (GST), the Chief Financial Officer explained that all figures in the financial statements were stated exclusively of GST except for accounts payable and accounts receivable as this reflected the total amount payable from or receivable to the Council.

Cr Taylor asked that the relationship between Council and Wellington Water Ltd (WWL) be clearly defined. The Chief Financial Officer agreed to investigate this.

The Chief Executive advised that the document was stored as PDF file online, and that they were able to be rotated as required by an online reader. Cr Connelly suggested officers access the government's guidelines on reader accessibility, as some specialist reading software was unable to manipulate pdf files.

Cr Gwilliam requested the information relating to the recent change of accounting treatment for rates on Council owned properties and the impact this had on Council's accounts, be made clearer and more transparent. The Chief Financial Officer agreed to investigate the accounting practice concerning this item, as she believed it had not changed from year to year. The information would be reported back to the Council meeting to be held on 14 August 2019.

Cr Taylor requested that in terms of readability, consistency of figures used should be implemented, as the majority are in thousands of dollars, but some were not. He asked that notes be added where the figures used were not in thousands of dollars values.

**RESOLVED TO RECOMMEND****FP 190403****That Council:**

- (i) notes the contents of the report; and**
- (ii) provides feedback to officers on any amendments.**

Moved

Cr Swales/Cr Carson

**CARRIED****LATE REPORT: FINANCIAL MANAGEMENT REPORT (RATE FUNDING STATEMENT) (310/01-003)**

Report from the Chief Financial Officer dated 24 July 2019.

The Chief Financial Officer advised the paper was in response to a request for updated June 2019 figures, and explains the variances for the end of year accounts. She added the figures were not yet finalised, as management overheads had yet to be allocated to other budgets. She explained that the main reason for the projected budget surplus was due to a \$813,000.00 surplus for three waters, and a \$596,000.00 surplus for general rates. She noted the following unforeseen occurrences had also led to the surplus:

- a significantly higher Development Contributions than forecasted had been received;
- a NZTA subsidy for footpath maintenance had been received; and
- variances in some project budgets due to timings.

The Chief Financial Officer recommended that the \$185,000 which was taken from the Reserves Fund to pay for cost overruns for the H<sub>2</sub>O Xstream project, be returned to the Reserves Fund, resulting in the total forecast surplus reducing to \$411,000.

In response to a question from Cr Connelly, the Director of Planning and Regulatory Services advised it was difficult to predict when a developer would give effect to a consent which had been issued and that development contributions often overlapped financial accounting years.

In response to a question from Cr Gwilliam regarding the impact of the Reserves Fund on the rates, the Chief Financial Officer advised when setting rates, Council took into account what could be funded through user-pays means and the balance would be funded through rates. She further explained that this year, the situation was that too much had been taken in rates due to unforeseen monies being received from development contributions and the three waters.

In response to a further question from Cr Gwilliam, the Chief Financial Officer agreed to provide a paper to the September Finance and Performance Committee meeting concerning the surplus and a paper to the Risk and Assurance Committee on self insurance.

In response to a question from Cr Taylor, the Director of Community Services explained that the Library surplus was due to the non-replacement of staff while the Library was located in temporary accommodation, and that now a staff recruitment process was underway.

**MOTION**

*'That Council instructs officers to move \$185,000 from the surplus account into the Reserves Fund account.'*

Moved:

Cr Connelly/Cr McLeod

In discussion of the motion Cr Gwilliam and Mayor Guppy urged caution, as once monies were within the Reserves Fund, there were only specific activities it could be applied to.

In response to a query from Cr Griffith's, Cr Swales confirmed the monies had been moved from the Reserves Fund in the first place and the motion called for the same amount to be put back into the Fund account.

In support of the motion, Cr Connelly explained that there was money in the Fund that was used when it was required, and now there was an ability to pay it back and return the ledgers to where they were at the start of the financial year.

In response to Cr Carson’s query as to what the risks were if the money was not paid back into the Fund, Mayor Guppy advised there were none.

*AMENDED MOTION*

*‘That Council agrees in principle that officers transfer \$185,000 from the surplus account into the Reserves Fund account.’*

*Moved: Cr Carson/Cr Taylor*

In discussion of the amended motion, the Chief Financial Officer advised there was no financial benefit to transferring the money, other than the rating surplus would be reduced for this financial year.

Cr Griffiths supported reducing the surplus.

Cr McLeod stated a commitment from the Chief Executive had already been received that the surplus would be a reduced amount next financial year.

Cr Swales called for voting on the amended motion (by a show of hands).

*AMENDED MOTION*

*‘That Council agrees in principle that officers transfer \$185,000 from the surplus account into the Reserves Fund account.’*

*Moved: Cr Carson/Cr Taylor*

For: 3 Against 7:

The amended motion was declared LOST, and voting took place on the original motion.

**RESOLVED TO RECOMMEND**

**FP 190404**

**That Council :**

- (i) receives the report; and**
- (ii) instructs officers to move \$185,000 from the surplus account into the Reserves Fund account.**

Moved Cr Connelly/Cr McLeod

**CARRIED**

Cr Wheeler requested that his vote against the motion be recorded in the minutes.

**4. PUBLIC EXCLUSION**

**RESOLVED TO RECOMMEND**

**THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

**5. ACTIONS AND UPDATES REPORT**

**6 DEBTORS REPORT**

**THAT the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<b>(A) GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
<b>Actions and Updates</b>	<b>The withholding of information is necessary to protect the privacy of natural persons.</b>	<b>Section 7(2)(a)</b>
<b>Debtors Report</b>	<b>The withholding of information is necessary to protect the privacy of natural persons.</b>	<b>Section 7(2)(a)</b>

**This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.**

Moved

Cr Swales/Cr Griffiths

**FP 190405**

**CARRIED**

The Public Business Section of the meeting concluded at 5.31pm.

The Public Excluded Business Section of the meeting concluded at 5.53pm.

CR H Swales  
**CHAIR**



UPPER HUTT CITY

# Memo




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 To: The Mayor and Councillors

 From: Julia Fink, Chief Financial Officer
 

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Subject:

 File: 310/01-002
 

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 Treatment of rates payable on UHCC properties in the  
 2019 Annual Report
 

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Date: 29 July 2019

 Reference: JF
 

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## Treatment of rates payable on UHCC properties in the 2019 Annual Report

### Background

At the Finance and Performance Committee meeting on the 24<sup>th</sup> of July, I presented a pro-forma set of financial statements to the Committee for the purpose of getting feedback on the general presentation of the accounts.

Councillor Gwilliam noted that we appeared to have adopted a different treatment of accounting for the rates on UHCC properties than we had in the previous year.

### Discussion

During the audit of the 2018 Annual Report, Andrew Clark from Audit New Zealand raised some concerns about the way that we were including the rates on UHCC properties as revenue. The argument was that money payable to yourself, could not be classified as revenue. However, after deliberation with the Audit New Zealand technical staff, it was decided that amounts payable on UHCC properties could be recorded as revenue.

We added an additional disclosure under Note 2A on page 134 for the 2018 Annual Report to make it clear that rates on UHCC properties had not been eliminated from the total revenue amount, and we disclosed the total amount of \$1.665m of rates on UHCC properties. The corresponding rates expense on UHCC properties was disclosed in note 3C on page 142. The rates expense was also disclosed in 2017 as a separate line item.

We have adopted the same treatment for the disclosure of the rates on UHCC properties in 2019 as we did in 2018. However, upon closer inspection of note 2A, the bottom line of the table states: "Total non-exchange net of remission and internal rates revenue". This sentence is incorrect as the total does in fact

include rates on UHCC properties. This may have been the cause for Cr Gwilliam inferring that we had changed the treatment from the previous year.

This error occurred because the treatment of the rates had been changed on the advice of Audit New Zealand, and then changed back again to the original treatment. The dollar amounts were updated, but the description in the table was missed.

This description has been updated in the 2019 Annual Report. We anticipate that the early engagement we have had with the auditors this year to review our financial statement disclosures should prevent last minute errors like this occurring this year.

For completeness, I attach a spreadsheet which shows the breakdown of the UHCC properties and the rates that would be payable on them which total \$1.665m.

Julia Fink

**Chief Financial Officer**



Location	Land Val	Cap Val	Gross Rate	GST 15% Gross Rates	2017-2018 UHCC 01 General	2017-2018 UHCC 011 Water	2017-2018 UHCC 013 Wastewater	2017-2018 UHCC 015 Water (Fire Pr	2017-2018 UHCC 016 Stormwater	2017-2018 UHCC UHCC incl GST	2017-2018 UHCC GST off	2017-2018 UHCC UHCC no GST
60 KILN STREET	240,000	240,000	847.05	110.48	622.3					622.30	81.17	541.13
KIWI STREET, UP	185,000	220,000	441.50	57.59						441.50	57.59	383.91
PARK STREET, UP	15,000	525,000	1,179.00	153.78			441.5			1,179.00	1,025.22	1,025.22
MOONSHINE ROAD R D, UPPER HUT	59,000	75,000	301.35	39.31	194.44		883			194.44	25.36	169.08
KIRTON DRIVE	45,000	45,000	207.60	27.08	116.67				20.34	137.01	17.87	119.14
PINEHILL CRESCENT	103,000	113,000	658.30	85.87	292.98			13.33	51.08	595.39	65.92	439.47
KIRTON DRIVE	74,000	89,000	553.35	72.18	230.76			10.5	40.23	429.49	56.02	373.47
76 KIRTON DRIVE	47,000	47,000	-	-								
PERCY KINSMAN CRESCENT	11,000	11,000	62.90	8.20	28.52				4.97	33.49	4.37	28.12
354 Sunstone Crescent, Upper Hutt	6,000	6,000	41.65	5.43	15.56				2.71	18.27	2.38	15.89
AKATARAUA ROAD,	1,020,000	1,590,000	3,023.70	394.40	2061.43				310.85	2,372.28	309.43	2,062.85
<b>830 FERGISSON D</b>	<b>2,000,000</b>	<b>5,820,000</b>	<b>11,936.74</b>	<b>1,556.97</b>	<b>7,703.91</b>				<b>648.39</b>	<b>10,589.76</b>	<b>1,381.27</b>	<b>9,208.49</b>
<b>24 JOCELYN CRE</b>	<b>170,000</b>	<b>260,000</b>	<b>737.50</b>	<b>96.20</b>	<b>9,551.09</b>				<b>803.86</b>	<b>13,128.90</b>	<b>1,712.46</b>	<b>11,416.44</b>
<b>830 FERGISSON D</b>	<b>2,000,000</b>	<b>5,820,000</b>	<b>14,798.85</b>	<b>1,930.28</b>	<b>9,551.09</b>				<b>803.86</b>	<b>13,128.90</b>	<b>1,712.46</b>	<b>11,416.44</b>
879-881 Fergussion Drive, Upper Hutt	390,000	500,000	1,620.50	211.37	370.79					1,620.50	211.37	1,409.13
18 LOGAN STREET	360,000	465,000	2,842.70	370.79	1205.73			110.21	210.18	2,263.62	295.25	1,968.37
6 SINCLAIR STRE	285,000	365,000	737.50	96.20	296					737.50	96.20	641.30
4 SINCLAIR STRE	285,000	390,000	737.50	96.20	296					737.50	96.20	641.30
2 SINCLAIR STREET	325,000	390,000	1,179.00	153.78	296					1,179.00	153.78	1,025.22
63H SIERRA WAY, UPPER HUTT	145,000	145,000	509.95	66.52	375.97					375.97	49.04	326.93
MANGAROA VALLEY ROAD, UPPER H	15,000	15,000	81.15	10.58	38.86					38.86	5.07	33.79
155 Mangaroa Hill Road, Upper Hutt	220,000	290,000	979.25	127.73	751.93					751.93	98.08	653.85
139 PARKES LINE ROAD	185,000	185,000	479.67	63.00	479.67					479.67	62.57	417.10
837-839 FERGISS	450,000	450,000	4,462.15	582.02	3384.43			53.1	284.85	3,870.38	504.83	3,365.55
827-835 FERGISS	660,000	660,000	6,475.40	844.62	<b>4963.84</b>			<b>77.88</b>	<b>417.78</b>	<b>5,607.50</b>	<b>731.41</b>	<b>4,876.09</b>
75-79 MAIN STREET	470,000	470,000	4,450.40	580.49	<b>3534.83</b>			31.27	<b>297.51</b>	<b>3,832.34</b>	<b>499.87</b>	<b>3,332.47</b>
18-20 PINE AVE	265,000	265,000	2,688.55	350.68	1993.05					2,340.07	305.23	2,034.84
841-845 FERGISS	420,000	420,000	3,976.95	518.73	3158.79					3,424.65	446.69	2,977.96
9-11 Railway Avenue	280,000	285,000	2,034.00	265.30	738.98					1,672.85	218.20	1,454.65
9-11 Railway Avenue	300,000	300,000	1,476.20	192.55	777.89			67.55	128.82	1,096.89	143.07	953.82
1 Mairdstone Terrace	220,000	220,000	1,126.30	146.91	570.45			35.4	135.6	843.85	110.07	733.78
3 Mairdstone Terrace	200,000	200,000	1,038.80	135.50	518.56			25.96	99.44	780.56	101.81	678.75
5 Mairdstone Terrace	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
7 Mairdstone TER	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
9 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
11 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
13 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
15 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
17 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
19 MAIDSTONE TE	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
21 Mairdstone Terrace	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
23 Mairdstone Terrace	200,000	200,000	1,038.80	135.50	518.56			23.6	90.4	780.56	101.81	678.75
821 Fergussion Drive, Upper Hutt	700,000	1,100,000	13,772.10	1,796.36	8273.1			260.7	696.3	12,325.60	1,607.89	10,717.91
<b>830 FERGISSON D</b>	<b>2,000,000</b>	<b>5,820,000</b>	<b>11,204.26</b>	<b>1,461.43</b>	<b>7,231.17</b>			<b>227.87</b>	<b>608.61</b>	<b>9,939.94</b>	<b>1,296.51</b>	<b>8,643.43</b>
<b>830 FERGISSON D</b>	<b>2,000,000</b>	<b>5,820,000</b>	<b>7,989.48</b>	<b>1,042.11</b>	<b>5,156.37</b>			<b>162.49</b>	<b>433.98</b>	<b>7,087.92</b>	<b>924.51</b>	<b>6,163.41</b>
830 FERGISSON DRIVE	4,200,000	21,180,000								1,914,793.74	249,755.71	1,665,038.03
<b>Grand Total</b>			<b>2,291,783.40</b>	<b>298,928.41</b>								
Zero Check Grand Total (possible GST cent roundings)			0.00	0.00								
<b>Split of Civic Centre Building - re: above properties</b>												
830 FERGISSON D		21.54%	14,608.94	1,905.51	43772.2		296	11037.5	1379.34	3684.06		
830 FERGISSON D		10.74%	7,284.13	950.10	9,428.53		63.76	2,377.48	297.11	793.55		
830 FERGISSON D		17.60%	11,936.74	1,556.97	4,701.13		31.79	1,185.43	148.14	395.67		
830 FERGISSON D		21.82%	14,798.85	1,930.28	7,703.91		52.10	1,942.60	242.76	648.39		
830 FERGISSON D		16.52%	11,204.26	1,461.43	9,551.09		64.59	2,408.38	300.97	803.86		
830 FERGISSON D		11.78%	7,989.48	1,042.11	7,231.17		48.90	1,823.40	227.87	608.61		
<b>TOTALS</b>		<b>1.00</b>	<b>67,822.40</b>	<b>8,846.40</b>	<b>5,156.37</b>		<b>34.87</b>	<b>1,300.22</b>	<b>162.49</b>	<b>433.98</b>		

**REPORT of a MEETING of the POLICY COMMITTEE, held in the Council Chambers,  
Level 2, Civic Centre, 838-842 Fergusson Drive, Upper Hutt, on  
WEDNESDAY 31 JULY 2019 commencing at 4.30pm**

**PRESENT:** CR G T MCARTHUR (CHAIR), HIS WORSHIP THE MAYOR MR W N GUPPY,  
CRS C B G CARSON, R B T CONNELLY, J B GRIFFITHS, P E LAMBERT,  
A R MCLEOD, H SWALES, S P TAYLOR AND D V WHEELER

**APOLOGY:** CR J C GWILLIAM

**IN ATTENDANCE:** CHIEF EXECUTIVE, DIRECTOR OF ASSET MANAGEMENT AND OPERATIONS,  
DIRECTOR OF BUSINESS SERVICES AND CUSTOMER ENGAGEMENT, DIRECTOR  
OF COMMUNITY SERVICES, DIRECTOR OF PLANNING AND REGULATORY  
SERVICES, CHIEF FINANCIAL OFFICER, PERFORMANCE AND CAPABILITY  
MANAGER, GENERAL COUNSEL, ENGAGEMENT AND INSIGHT MANAGER,  
PLANNING POLICY MANAGER, SENIOR POLICY ADVISOR (part meeting),  
SUSTAINABILITY OFFICER (part meeting) , SENIOR PLANNER (POLICY), PLANNER  
(POLICY), PLANNER (POLICY), PLAY SPORT ACTIVATOR AND STRATEGIC POLICY  
MANAGER

**PUBLIC BUSINESS**

**WELCOME AND SAFETY BRIEFING**

The Chair opened the meeting and outlined procedures to be followed in case of an emergency.

**APOLOGIES**

**RESOLVED:** **PC190401**

**That the apology received from Cr Gwilliam be accepted and leave of absence granted.**

Moved

Cr McArthur/Cr Taylor

**CARRIED**

**1. PUBLIC FORUM**

**Ms Heather Newell** spoke in relation to Item 5: Update on the Pre-engagement Phase of the Class 4 Gaming Venue Policy and New Zealand Racing Board (including TAB) Venue Policy Review. She asked whether the Rimutaka Licensing Trust and some beneficiaries of gaming funds in the community had been consulted with as part of the pre-engagement phase.

**Ms Mary Beth Taylor** acknowledged and thanked officers for the Facebook post regarding the 'Earth Overshoot Day'. It highlighted that 365 days of resources had been used in just 210 days and the earth could not regenerate resources fast enough. She congratulated Council for raising awareness in the community. She asked how soon Council could align its policies, plans, projects and procurement practices with the Facebook post?

**Ms Heather Blissett** spoke in relation to Item 4: Notice of Motion – Cr Connelly. She said it was important to get the balance right. She considered it positive to remove one of the barriers faced by young people, and particularly women, standing for local council. On the other hand she said it was important to remember that children were our toanga and to treat them as such. She asked that council consider holding meetings in the community to break down barriers for Maori and Pasifika communities in Upper Hutt.

**Ms Roz Brown** congratulated the council staff who had received a Rotary Pride of Workmanship Award. In relation to the Whaitua Te Whanganui-a-Tara Committee meeting notes (agenda page 93), she asked how the co-chairs' regular reports to the Greater Wellington Environment Committee Project Team would be disseminated to elected members and officers of the territorial authorities? She noted Wellington City Council's Planning for Growth website and queried the impact of additional growth in the city.

Ms Brown noted the Ministry for the Environment's resource management work programme (as at 5 July 2019) (agenda page 92) and asked if Greater Wellington Regional Council and other ministries could provide a similar work programme. She asked whether Council whether would be developing a biodiversity policy or whether it would sit within the District Plan.

## **2. CONFLICT OF INTEREST DECLARATIONS AND UPDATES**

Cr Taylor declared a conflict of interest in relation to Item 4: 'Notice of Motion – Cr Connelly'.

The Chair accorded precedence to Item 5: 'Update on the Pre-engagement Phase of the Class 4 Gaming Venue Policy and New Zealand Racing Board (including TAB) Venue Policy Review'.

These items are recorded in the order in which they are listed on the order paper.

## **3. ACTIONS AND UPDATES REPORT (306/02-012)**

Report from the Committee Advisor dated 25 July 2019.

### **RESOLVED TO RECOMMEND**

**PC190402**

**That the Committee notes the actions and updates report.**

Moved Cr Taylor/Cr Lambert

**CARRIED**

## **4. NOTICE OF MOTION – CR CONNELLY (306/02-007)**

Report from the Strategic Policy Manager dated 25 July 2019.

Cr Taylor declared a conflict of interest and took no part in discussion or voting on the matter.

Cr Connelly tabled an email from Ms Erin Polaczuk, PSA regarding representation of women on the Council and spoke to the motion. She elaborated on her report noting that young people did not stand for local government due to a lack of workplace flexibility and the challenges of combining parenthood and local government representation. She advised that the Remuneration Authority had issued a directive and councils could choose to enact a childcare allowance within the Remuneration Authority's guidelines. She added the allowance was not intended to cover the full amount of childcare. She asked that Council introduce a childcare allowance to remove one of the barriers for young people. She said she had proposed \$17.70 as the hourly rate, based on the minimum wage, but wanted to work with members to find a suitable amount. In terms of providing a childcare allowance to Council staff, she noted the Chief Executive could be directed by Council at any time to consider an allowance for staff.

Cr Griffiths noted that special needs children would require childcare beyond the 14 years of age limit. Cr Connelly advised that the Remuneration Authority set the allowance guidelines.

His Worship the Mayor advised there had been a varied response to the childcare allowance across councils. He suggested that the discussion be deferred and considered after the local body elections.

Cr Swales advised the main theme of the submissions to the Remuneration Authority focused on base pay rates for elected members. She noted the impact of varied meeting times on younger people. She added that what who sat around the table was determined by the voter.

Cr Carson spoke in support of the notice of motion as a means of removing a barrier to young people with children under the age of 14.

Cr McLeod supported the allowance as a way to remove a barrier to women entering local government. She noted the United Nation's Women's Empowerment principles and asked that Council investigate other avenues to encourage women entering the local government workplace.

Crs McArthur, Wheeler, Lambert and Griffiths spoke in support of the amended motion to defer a decision on the childcare allowance following the local body elections.

Cr Connelly said she was happy for any decision to be deferred and asked that a full review of the Expenses and Allowances Policy be undertaken at the same time.

**RESOLVED TO RECOMMEND**

**PC190403**

**That Council defer the decision on the childcare allowance to the new triennium following the local body elections in 2019.**

**CARRIED**

Moved His Worship the Mayor/Cr Connelly

**5. UPDATE ON THE PRE-ENGAGEMENT PHASE OF THE CLASS 4 GAMING VENUE POLICY AND NEW ZEALAND RACING BOARD (INCLUDING TAB) VENUE POLICY REVIEW (331/16-001)**

Report from the Senior Policy Advisor through the Director of Business Services and Customer Engagement dated 16 July 2019.

In response to a question from Cr McLeod, the Senior Policy Advisor advised that 30 to 40 stakeholders had been contacted as part of the pre-engagement phase. She said she would circulate the contacted stakeholder list to committee members.

Cr Lambert asked for the source of the information outlined in paragraph 10 of the report. He asked that the statement about prisoners staying in the Upper Hutt area upon their release be explored further.

Cr Carson advised there were two types of class 4 gambling licences one for clubs and the other for pubs. He said clubs were accepted as part of the community and as such could use its proceeds from gaming for its members internally in accordance with its authorised purposes. He added that a club was not required to use its proceeds towards grants to the community however a number of clubs did so in the interest of supporting the community.

**RESOLVED TO RECOMMEND**

**PC190404**

**That the report be received.**

Moved Cr McArthur/Cr Griffiths

**CARRIED**

**6. STATUTORY ACKNOWLEDGEMENT AREAS ADDENDUM TO DISTRICT PLAN (351/12-053)**

Report from the Planner (Policy) through the Planning Policy Manager dated 23 July 2019.

Cr Taylor queried the difference between the references to 'Heretaunga' (agenda page 70) and 'Harataunga' (agenda page 78). The Policy Planning Manager advised he would clarify and report back.

**RESOLVED TO RECOMMEND**

**PC190405**

**That Council attaches the addendum in Appendix 1 to the Upper Hutt City District Plan, 2004 as soon as practicable.**

Moved His Worship the Mayor/Cr Taylor

**CARRIED**

**7. DIRECTOR'S REPORT – BUSINESS SERVICES AND CUSTOMER ENGAGEMENT DEPARTMENT (301/25-012)**

Report from the Director of Business Services and Customer Engagement dated 12 July 2019.

**RESOLVED TO RECOMMEND**

**PC190406**

**That Council receives the report.**

Moved Cr McArthur/Cr McLeod

**CARRIED**

**8. DIRECTOR'S REPORT – PLANNING AND REGULATORY SERVICES DEPARTMENT (301/25-010)**

Report from the Director of Planning and Regulatory Services dated 23 July 2019.

In response to questions from Cr Connelly, the Director of Planning and Regulatory Services advised that within the residential overlay areas more applications were received utilising the 330m<sup>2</sup> minimum lot size standard for subdivision compared to comprehensive residential developments to which no minimum lot size applied. He cautioned against attributing the quality of a development from the number of infringements outlined in the report. He said infringements triggered the need for a resource consent. He added that standards of comprehensive residential developments were achieved through the application of the design guide.

In response to a question from Cr Wheeler, the Director of Planning and Regulatory Services advised he would provide members with a copy of the decision report for the resource consent within the Southern Hills Overlay Area, including the officer's assessment and recommendations.

In response to a question from Cr Taylor, the Director of Planning and Regulatory Services advised a final report on Plan Change 42: Mangaroa and Pinehaven Flood Hazard Extents Consent Order would be considered at the Council meeting on 14 August 2019.

In response to a question from Cr Carson, the Director of Planning and Regulatory Services advised the requirement for an onsite soakpit was associated with the availability of a connection to the stormwater system. He said if there was a connection available to the stormwater system then a soakpit was not required. The Director of Asset Management and Operations advised guidelines on hydraulic neutrality were expected to be released soon and included the requirements of soakage tanks.



In response to a further question from Cr Taylor, the Director of Planning and Regulatory Services advised that Area B was the second stage of the Wallaceville development. He said a related structure plan outlined pockets of higher density housing adjacent to a major reserve area. He noted a driver of the higher density housing was the desire on the part of officers to use the land effectively and the awareness of the requirements outlined in the National Policy Statement: Urban Development Capacity.

In response to a question from Cr Wheeler, the Director of Planning and Regulatory Services advised there were two stages to the Resource Management System reform. The first stage was to make the resource management process less complex, and the second phase was to undertake a comprehensive review of the Resource Management Act 1994.

In response to a question from Cr Swales, the Director of Planning and Regulatory Services advised a panel would be appointed over the coming months and engagement with stakeholders would occur once the framework of a reform proposal was determined.

**RESOLVED TO RECOMMEND**

**PC190407**

**That Council receives the report.**

Moved His Worship the Mayor/Cr Taylor

**CARRIED**

**9. CHIEF EXECUTIVE'S REPORT (301/25-009)**

Report from the Chief Executive dated 19 July 2019.

Cr McArthur noted the three council staff who had received a Rotary Pride of Workmanship Award.

**RESOLVED TO RECOMMEND**

**PC190408**

**That Council receives the report.**

Moved Cr McLeod/Cr Carson

**CARRIED**

**10. PUBLIC EXCLUSION**

**RESOLVED:**

**THAT the public be excluded from the following parts of the proceedings of this meeting, namely:**

**11. CHIEF EXECUTIVE'S REPORT**

**THAT the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<b>(A) GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>(B) REASONS FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>(C) GROUND UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
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<b>Chief Executive's Report</b>	<b>The withholding of information is necessary to protect the privacy of natural persons and to maintain legal professional privilege and to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</b>	<b>Section 7(2)(a), (g) and (i)</b>
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**This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of the Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column B above.**

Moved His Worship the Mayor/Cr McArthur **PC190409** **CARRIED**

The Public Business Section of the meeting concluded at 5.44pm.

The Public Excluded Section of the meeting concluded at 5.58pm.

Cr G T McArthur  
**CHAIR**

**HIS WORSHIP THE MAYOR AND COUNCILLORS  
COUNCIL MEETING (14 August 2019)**

(From the Committee Advisor)



8 August 2019

## Actions and Updates Report

The below table outlines actions that have arisen from the previous Ordinary Council and Committee meeting minutes:

	<b>Item/Date</b>	<b>Action</b>	<b>Responsible Officer</b>	<b>Update</b>
1.	City Development Committee 17 July 2019	Request for signage to be installed at the recycling station advising users that any dumped recyclable material would be sent to the landfill.	Director of Asset Management and Operations	Four signs have been installed at the Park Street recycling station.
2.	City Development Committee 17 July 2019	Provide an update on the Expressions Whirinaki grant application to the Ministry of Culture and Heritage.	Director of Community Services	A verbal update by the Director of Community Services will be provided to Council at its meeting on 14 August 2019.
3.	Finance and Performance Committee Minutes 24 July 2019	Information relating to the recent change of accounting treatment for rates on Council owned properties and the impact this had on Council's accounts, be made clearer and more transparent.	Chief Financial Officer	The Chief Financial Officer has provided a memo on the treatment of rates payable on UHCC properties in the 2019 Annual Report which has been attached to the Finance and Performance Committee minutes as part of this agenda.
4.	Policy Committee 31 July 2019	Provide members with a stakeholder list for the Class 4 Gaming Venue Policy and NZ Racing Board Venue Policy Review.	Director of Business Services and Customer Engagement	An email from the Director of Business Services and Customer Engagement was sent to members on 5 August 2019.

### Recommendation:

That the Committee notes the actions and updates within the report.

Jacqui McKelvey

**COMMITTEE ADVISOR - DEMOCRATIC SERVICES**



File: 331/30-014

Ref: RH

19 July 2019

## **Priority Routes and Earthquake-Prone Priority Buildings**

### **Purpose of report**

1. The purpose of this report is, firstly, to consider submissions received in response to the recent public consultation on this matter and secondly, to recommend the extent of priority routes within Upper Hutt City as part of the legislative requirements for identifying Priority Earthquake-prone Buildings.

### **Recommendations**

It is recommended that Council:

- (i) resolves to note the points made by submitters, and to thank the submitters for their submissions; and
- (ii) resolves to confirm those thoroughfares described in **Attachment 2** as being “thoroughfares with sufficient vehicular and pedestrian traffic, onto which parts of unreinforced masonry (URM) buildings could fall in the event of an earthquake for Upper Hutt City” pursuant to section 133AF(2)(a) of the Building Act 2004;

For reasons that:

- (i) the identification of priority routes is a legislative requirement under section 133AF(2)(a) of the Building Act 2004, and
- (ii) officers consider that there are routes in Upper Hutt that meet the criteria of section 133AE(1)(e) of the Building Act 2004, and
- (iii) officers consider that there are no routes in Upper Hutt that meet the criteria of section 133AE(1)(f) of the Building Act 2004 and the Ministry of Business, Innovation and Employment’s (MBIE) guidance on identifying priority buildings.

### **Background**

2. The system for identifying and managing earthquake-prone buildings changed on 1 July 2017, when the Building (Earthquake-prone Buildings) Amendment Act 2016 came into force. The Amendment Act created new requirements, powers and time frames to address earthquake-prone buildings.
3. One of the key changes was the introduction of the concept of ‘priority buildings’. Priority buildings are broadly defined as buildings that pose a greater risk to the public than other earthquake-prone buildings, or that are critical to emergency response, in the event of an earthquake.

4. Following Policy Committee resolutions on 17 April 2019, public consultation on proposed priority routes (high traffic areas) was undertaken with 4 submissions being received. These submissions are included in full in **Attachment 1**. All submitters have confirmed that they do not wish to be heard.

## **Discussion**

5. In accordance with the requirements of the Building Act this matter has been the subject of consultation using the special consultative procedure under section 83 of the Local Government Act 2002. The submissions received and the points raised are considered below:

### **Submission #1 – Name Withheld**

Suggests additional priority routes.

Officer comment: the routes suggested are not considered to be high traffic routes to the extent to qualify them for inclusion.

### **Submission #2 – Name Withheld**

Notes that earthquake prone buildings cannot be identified with certainty without an engineering assessment.

Officer comment: this point is noted but has no bearing on the identification of priority routes.

### **Submission #3 – Name Withheld**

Queries whether the sections of road/footpath along Gibbons Street and Royal Street from Main Street past Pak n Save meet the criteria and should be listed.

Officer comment: these sections of road do demand consideration. By observation, pedestrian use of the footpaths is not particularly high. The roads are relatively busy with general traffic along Gibbons Street and with traffic going to and from Pak n Save along Royal Street, however, in both cases, these roadways are unlikely to be at risk of buildings or parts of buildings falling onto them in the event of a significant earthquake. Accordingly it is considered that they should not be identified as priority routes.

### **Submission #4 – Wellington Electricity Lines Ltd (WELL)**

WELL support the proposed high traffic routes identified and do not suggest the inclusion of additional routes.

Officer comment: WELL's detailed submission and commentary around civil defence matters is noted.

## **Significance/Consultation and engagement**

6. This proposal has been consulted on under the special consultative procedure of the Local Government Act as required by the Building Act.

## **Financial Considerations**

7. Whilst the process of identification of priority routes in itself has no financial implications, consequential work to identify potentially earthquake prone buildings along priority routes requiring remediation will have a cost to Council which it is anticipated can be met from within existing budgets. Detailed engineering assessments and any work which is subsequently found to be necessary to remediate buildings will be a cost to building owners.

## **Conclusion**

8. For the reasons discussed and agreed in the report on this topic to Policy Committee on 17 April 2019, the scope of consideration of priority routes has been limited to identifying high traffic routes. The draft set of routes which were agreed for the purposes of public consultation have now been tested and, based on the assessment of submissions received as discussed above, it is concluded that it would be appropriate to confirm these routes without alteration. The recommendations are phrased accordingly.

## **Attachments**

Attachment 1: Submissions

Attachment 2: Earthquake Prone priority buildings: Priority Routes – Upper Hutt City

Richard Harbord

**Director, Planning and Regulatory Services**

**Attachment 1: Submissions**



Saturday  
17 May 2019

Building Control Service Manager  
John Hudson

Submission Attached  
Priority Routes

John, Unfortunately Housebound  
while Caregiving and no website  
access.

Used many years residency  
in the Upper Valley for this  
contribution

Hope it will be of some  
assistance.

Sincerely,

[Redacted Signature]

[Redacted]

[Redacted]

5/17/19

Submission from

## Priority Routes.

(i) Roads :-

Miro - Lane Street.

Clyma - Redwood Street

Main Road - Birchville Park

North California Drive - Tostare Park

Why :- Assembly Areas Alongside Eastern Road Route.

(ii) Road Access - Trentham Memorial Park.

Why : General Public Collection Point - Southern residents. Club rooms. Toilet block. Landing strip. Closeness to F.C.E. Unity School; Petrol; Two Bakeries; Mini Market.

(iii) "Full Access - Rail - Road

Orongomai Community Trust -

Railway Ave. Hall/Meeting Room -

Commercial kitchen/Freezer. Toilet

Shower block - Office two committee

rooms. Civil Defence Emer. kits.

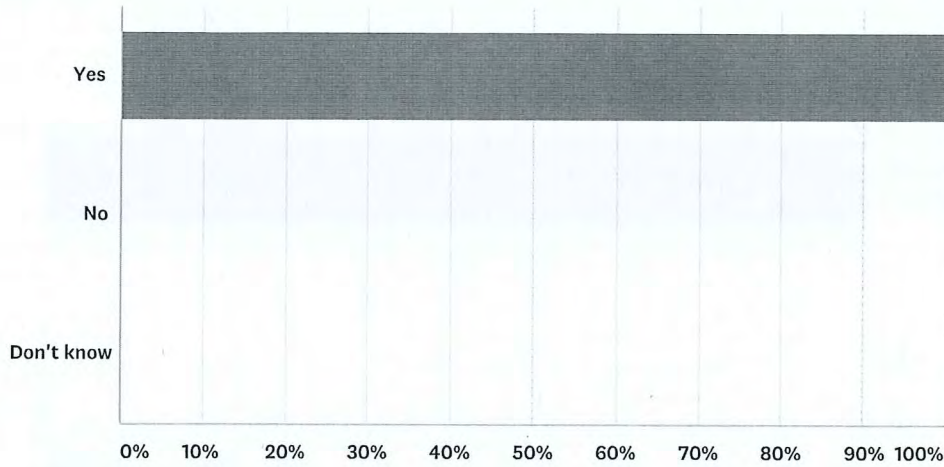
Trained First Aiders'

Health Clinic - R.N.'s

Air landing needs. UHCC Sports grounds at Maidstone Park

### Q1 Do you agree with the thoroughfares identified for prioritisation?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
Don't know	0.00%	0
<b>TOTAL</b>		<b>1</b>

### Q2 If not, which thoroughfares do you disagree with and why?

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

### Q3 Are there any other thoroughfares that meet the criteria but are not listed?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	I guess these thoroughfares covers the worst case scenario. I understand that this is a step in the right direction but earthquake-prone buildings can not be identified with certainty without an engineering assessment. Not only URM buildings are earthquake-prone but some of the newer buildings/systems can also have key structural weaknesses e.g. hollow core slabs, flat slabs, non-ductile columns, and concrete facade panels. This would be likely a challenge for future to get buildings on these thoroughfares assessed and strengthened.	5/20/2019 4:51 PM

### Q4 Additional comments

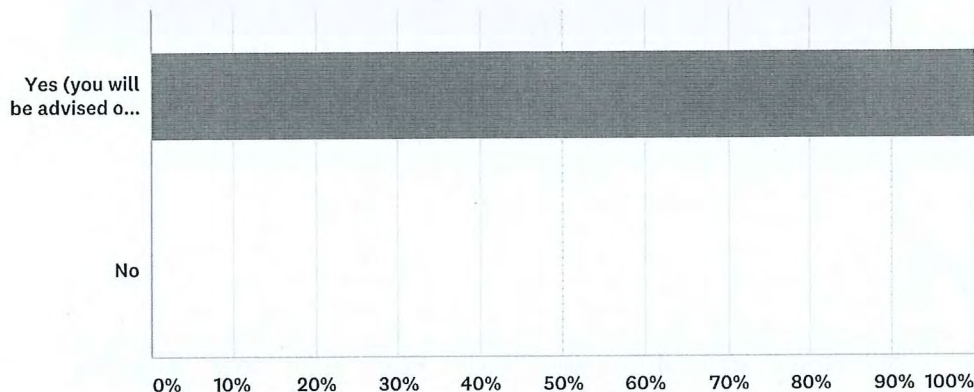
Answered: 1 Skipped: 0

## Priority Routes - Have your say

#	RESPONSES	DATE
1	I stand in support of making our communities safe and resilient to earthquakes.	5/20/2019 4:51 PM

## Q5 Do you want to present your submission to Council in person?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes (you will be advised of a hearing time via the contact details you have supplied)	100.00% 1
No	0.00% 0
<b>TOTAL</b>	<b>1</b>

## Q6 Submitter details

Answered: 1 Skipped: 0

ANSWER CHOICES	RESPONSES
First name	100.00% 1
Surname	100.00% 1
Organisation name (if made on behalf of an organisation)	100.00% 1
Address	100.00% 1
Postcode	100.00% 1
Email	100.00% 1
Telephone (daytime)	100.00% 1
Telephone (evening)	100.00% 1

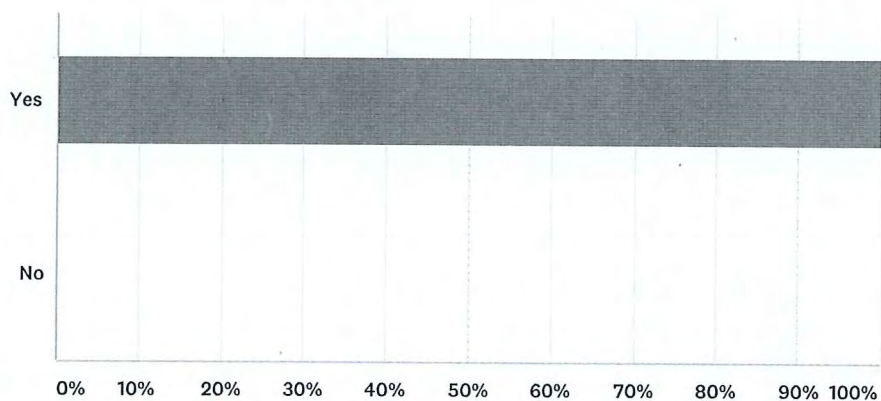
#	FIRST NAME	DATE
1	[REDACTED]	5/20/2019 4:51 PM
#	SURNAME	DATE
1	[REDACTED]	5/20/2019 4:51 PM
#	ORGANISATION NAME (IF MADE ON BEHALF OF AN ORGANISATION)	DATE
1	[REDACTED]	5/20/2019 4:51 PM
#	ADDRESS	DATE
1	[REDACTED]	5/20/2019 4:51 PM

Priority Routes - Have your say

#	POSTCODE	DATE
1	5010	5/20/2019 4:51 PM
#	EMAIL	DATE
1	[REDACTED]	5/20/2019 4:51 PM
#	TELEPHONE (DAYTIME)	DATE
1	[REDACTED]	5/20/2019 4:51 PM
#	TELEPHONE (EVENING)	DATE
1	[REDACTED]	5/20/2019 4:51 PM

Q7 Do you want your name and address to be withheld from our public submission documents?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
TOTAL		1

# PRIORITY ROUTES

## Have your say

Submissions close **5.00 pm Monday, 17 June 2019.**

This form refers to a proposal to identify priority routes for safe thoroughfare in an emergency. For more information, go to [consultation.upperhuttcity.com](http://consultation.upperhuttcity.com)



Freepost this form or drop it in to Council reception. **Please note** that your submission will be made public—including your name and address (unless you want them withheld\*).

FOLD HERE

FOLD HERE

FREEPOST AUTHORITY NUMBER 71019



Upper Hutt City Council  
Private Bag 907  
UPPER HUTT 5140

FOLD AND SEAL HERE

FOLD AND SEAL HERE

TITLE [redacted] FIRST NAME [redacted] SURNAME [redacted]

ORGANISATION NAME (IF ON BEHALF OF AN ORGANISATION)

ADDRESS [redacted]

POSTCODE 5018 EMAIL [redacted]

TELEPHONE (DAYTIME) [redacted] TELEPHONE (EVENING) [redacted]

DO YOU WANT TO PRESENT YOUR SUBMISSION TO COUNCIL IN PERSON? YES / NO

\* DO YOU WANT YOUR NAME AND ADDRESS TO BE WITHHELD FROM OUR PUBLIC SUBMISSION DOCUMENTS (SEE TERMS AND CONDITIONS OVER)? YES / NO

# Our initial proposal

Tell us what you think about what we've proposed.

## ▶ IDENTIFICATION

Council has proposed which roads, footpaths and other thoroughfares are identified as having sufficient traffic to warrant prioritisation. Do you agree with the thoroughfares identified for prioritisation?

Yes     
  No     
  Don't know

IF NOT, WHICH THOROUGHFARES DO YOU DISAGREE WITH AND WHY?

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ARE THERE ANY OTHER THOROUGHFARES THAT MEET THE CRITERIA BUT ARE NOT LISTED?

*I am wondering whether the sections of road/footpath along Gibbons Street & Royal Street from Man Street past Pak 'N' Save meet the criteria and should be listed? These are very busy thoroughfares.*

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.....

## ADDITIONAL COMMENTS

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ATTACH ADDITIONAL PAPER IF REQUIRED

### \* Terms of making a submission

Upper Hutt City Council is collecting personal information on this form as part of the consultation process. Unless you request that your information remain private, your name and address will be made public alongside your submission. The age group and gender (sex) information is for demographic and statistical purposes only, to enable Council to evaluate the level of community participation in the consultation process. This part of the information may be used in a dataset for Council to report on but will not be made publicly available in a manner that directly identifies individuals. The personal information will be securely stored at Upper Hutt City Council and accessed by Council officers. You can request that your personal information be corrected at any time. Submission of this form is deemed as your agreement to these terms.



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***Wellington Electricity Lines Limited: Submission on Hutt City Council Priority  
Routes (Draft Statement of Proposal)***

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**To** John Hudson (Building Control Services Manager)  
Upper Hutt City Council  
Private Bag 907  
UPPER HUTT 5140

Sent via email to: [john.hudson@uhcc.govt.nz](mailto:john.hudson@uhcc.govt.nz)

**FROM:** Wellington Electricity Lines Limited ("WELL")  
PO Box 31049  
Lower Hutt 5040

Date 17 June 2019



<b>Title</b>	Submission on the Upper Hutt City Council Priority Routes – Draft SOP
<b>Address for Service</b>	Edison Consulting Group Ltd PO Box 875 Hamilton 3240 Attention –Tim Lester <a href="mailto:tim.lester@edison.co.nz">tim.lester@edison.co.nz</a>
<b>Organisations name</b>	Wellington Electricity Lines Limited

## 1 Submission

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### *About Wellington Electricity*

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- 1.1 Wellington Electricity Lines Limited ('WELL') welcome the opportunity to provide feedback on Upper Hutt City Council's consultation document 'Priority Routes, Information, Summary, and Statement of Proposal – May 2019' ('PRSOP').
- 1.2 WELL have provided comments in regard to Earthquake Prone Building (EPB) High Traffic Routes and Emergency Transport Routes for other territorial authorities across the Wellington Region, and hence wish to provide continuity of messaging for the Upper Hutt City PRSOP, so as to clearly notify Council that WELL is a key stakeholder for matters pertaining to natural hazard resilience in the Upper Hutt District.
- 1.3 In providing the following context for WELL's feedback (as a Lifeline Utility Operator), WELL will also provide comments in regard to Council's substantive queries on the effectiveness of the draft PRSOP and the selected transportation corridors being used to identify priority EPBs.

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### *WELL is a Lifeline Utility*

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- 1.4 The Civil Defence and Emergency Management (CDEM) Act 2002 stipulates the responsibilities and roles of key organisations that provide an essential service within New Zealand. WELL's core business is electricity distribution, and hence is an essential service under the CDEM Act; consequently, WELL is statutorily classified as a Lifeline Utility Operator.
- 1.5 WELL's responsibilities in an emergency situation are outlined by the CDEM Act (i.e., planning requirements so that a coordinated effort can be made to improve the resilience of lifeline utility infrastructure). Therefore, as part of WELL's asset planning process, we identify network vulnerabilities and engage with other lifeline utility operators over shared learnings –note: *contributing to the Upper Hutt PRSOP is a means by which WELL share information regarding resilience of vulnerable lifeline utility infrastructure.*
- 1.6 Further to the above, WELL is also a member of lifeline utility asset owners in the region - collectively referred to as the Wellington Lifeline Group ('WeLG').
- 1.7 WeLG include local authorities, crown entities (such as NZTA) and private companies (such as telecommunications companies) who identify and prepare contingency plans for the region

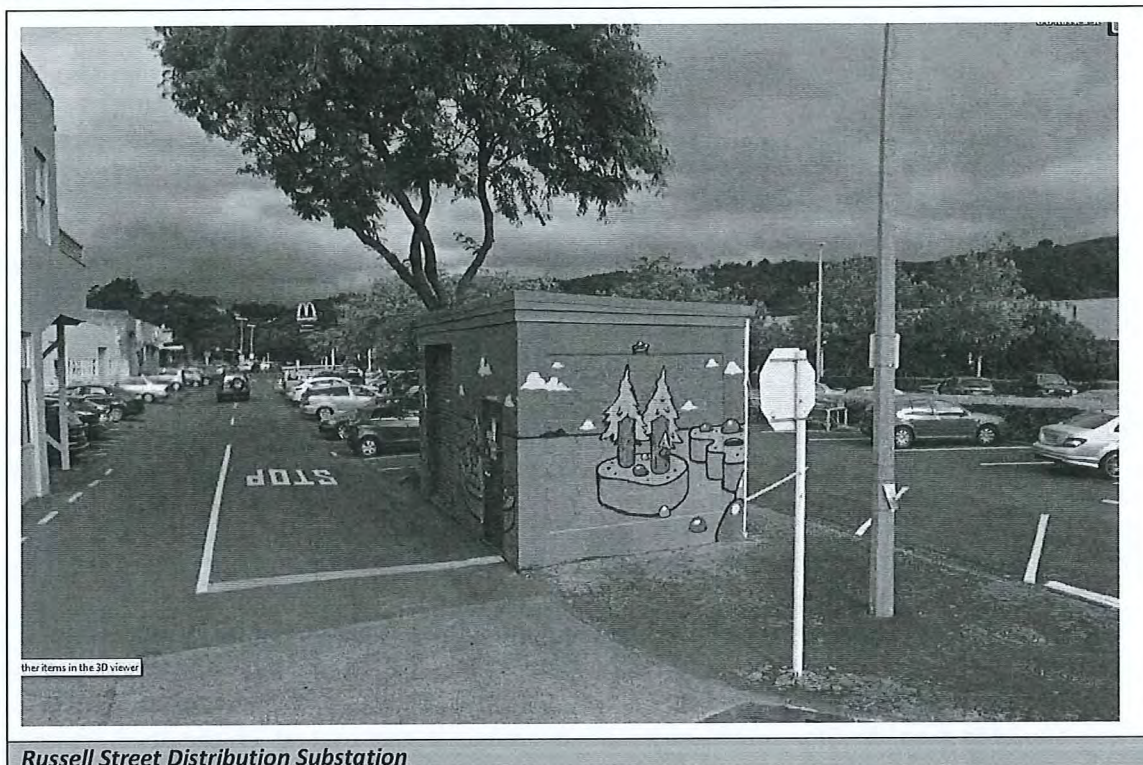
following a major natural hazard event.

- 1.8 As part of its WeLG group participation, WELL is involved with and reports to the Wellington Region Emergency Management Office (WREMO).
- 1.9 As indicated in the PRSOP consultation documents - WELL acknowledge that Council are not considering *Strategically Important Routes* for emergency purposes in the PBSOP. The reason given in the summary document being that the Upper Hutt District is not restricted in possessing (or protecting) alternative transportation corridors/routes likely to be used by emergency services in:
- transiting from their bases to areas of need in a major emergency where there are no alternative routes available, or
  - transiting to central services such as hospitals, where there are no alternative routes available.
- 1.10 In acknowledging that the Upper Hutt PRSOP is not seeking feedback on strategic routes – WELL has tempered their feedback to that involving the PRSOP application to transportation routes identified as being *High Traffic Routes*.
- 1.11 Regardless of the above, and to maintain a consistent message across the Wellington Region – WELL maintain that provision for strategically important routes (for emergency response services) is of fundamental importance in responding to the needs of other Lifeline Utilities (emergency services, hospitals etc.). However, for the reasons provided in the PRSOP (alternative emergency routes being available in the District), WELL understand that the use of strategically important transportation corridor provision is not applicable in the context of the local transportation network.
- 1.12 Notwithstanding the above, the ability to keep people safe (initially), as well as to open emergency traffic routes following a significant seismic event is a critical matter for WELL.
- 1.13 WELL strongly support Council's *High Traffic Route* public safety initiative which will inadvertently assist the District in securing critical transportation corridor functionality. WELL have a number of earthquake risk and prone buildings themselves and have a current programme (Earthquake-Readiness Programme) to upgrade the network's EPB's seismic resilience based on a risk matrix. This programme similarly includes the location of the building and whether it is near a critical and or highly populated area.
- 1.14 As a member of WeLG - WELL acknowledge that their earthquake readiness is only as strong as other key elements of the regions earthquake responsiveness stakeholders; hence, WELL support Council's move to protect the integrity of transportation corridors within the region by ensuring buildings near *High Traffic Routes* are resilient to a significant seismic event.

**Consultation Question - Do you agree with the thoroughfares identified for prioritisation?**

- 1.15 WELL has reviewed the PRSOP, and supporting documents, and agree in principle with the criteria used to define *High Traffic Routes* (i.e., vehicle and pedestrian routes with elevated public use and/or generation - as defined by MBIE).
- 1.16 WELL appreciate that Council (as the local road controlling authority) has undertaken robust transportation selection assessment to identify routes within the Upper Hutt District to accurately map and define high traffic routes.
- 1.17 WELL own and operate electricity distribution infrastructure (namely substations) located within buildings at numerous locations across the Upper Hutt District.

- 1.18 Upon review of the proposed priority routes identified by Council, WELL own a distribution substation building (a 'kiosk') located on Russell Street:



- 1.19 WELL has already embarked on the above mentioned, comprehensive, network resilience programme – with the Russell Street substation building being subject to the applicable New Building Standards assessment, and the applicable strengthening actions.
- 1.20 As a Lifeline Utility, WELL acknowledge the importance of maintaining their assets so as to effectively withstand natural hazard events. Council's identification of *High Traffic Routes* within the Upper Hutt District provides well defined focus areas which will help inform WELL's Earthquake-Readiness Programme in coordination with wider public consultation of the PRSOP.
- 1.21 WELL support the proposed *High Traffic Routes* identified in the PRSOP as they will have been based on robust survey data as well as aligning with standardised MBIE guided criteria; and help in principle inform prioritisation scheduling for WELL's Earthquake-Readiness Programme to help ensure public safety.

**Consultation Question – If not, which thoroughfares do you disagree with and why?**

- 1.22 WELL strongly support the proposed Priority Transport Routes in that the ability to re-open key transportation corridors to unrestricted movement throughout the city will improve responsiveness, and significantly reduce electricity restoration delays enabling the city to recover more quickly after an event (note: any delay in restoration time will have a significant impact on the city and wider Wellington Region emergency response).
- 1.23 The proposed routes identified in the PRSOP are considered to be appropriately selected – not only from a public safety perspective, but also in regard to their dual ability to function in responding to an emergency event.
- 1.24 WELL's support for the identified transportation corridors is primarily derived from the ability to access and restore key electricity supply facilities immediately post an emergency event.

- 1.25 WELL have not identified any issues with the identified thoroughfares; rather, as a consequence of the routes being identified in the PRSOP, WELL will be better placed to restore supply to other key lifeline utilities (i.e., water treatment plants, and emergency services). Furthermore, the PBSOP will compel third parties to expediently direct resources to remediating their priority buildings as appropriate, and to ensure these buildings do not contribute to increased public risk, nor limit WELL's access through the district's more densely urbanised environments.

**Consultation Question – Are there any other thoroughfares that meet the criteria but are not listed?**

- 1.26 Overall the emergency traffic routes are balanced and are considered to provide reasonable access to most of WELL's critical sites.
- 1.27 No new thoroughfares are identified by WELL.

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*Other Comments*

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- 1.28 From an organisational perspective WELL consider that the PRSOP addresses the key high-level matters relating to EPBs and mitigating the adverse effects on transportation corridors and public risk.
- 1.29 Whilst WELL do not intend to highlight alternative corridors within the District that should be elevated to a priority status, matters that could be expanded upon within the consequential policy document relate to better definition of building elements (i.e., non-URM elements) that do not present elevated risk to *High Traffic Routes*. For example, it is understandable that buildings within or in close proximity to *High Traffic Routes* with URM elements present a heightened hazard risk to impeding traffic; however, in the numerous cases where buildings are set back from such roads, the risk intended to be mitigated by the PRSOP may not be as high as say multi-level buildings, or building elements, directly abutting the road frontage.
- 1.30 From a more general perspective, WELL considers defining a set of clear criteria informing building owners as to potential exemptions (or partial exemptions) to the priority EPB notification process is appropriate. Similarly, reference to an explicit set of criteria should be provided in the PRSOP where only partial URM remediation works could be undertaken (i.e., removal of a veranda, parapet, chimney etc.).
- 1.31 WELL note that in providing support to the public who would be subject to priority building status - that Council should provide clear guidance on partial remediation of notified buildings. It is assumed that the PRSOP implementation documents and eventual policy will provide such criteria – however the PRSOP itself could further elaborate on the building owner's remediation requirements- as well as their remediation options.
- 1.32 Another consideration that Council could take relates to a clear allowance being provided for modification to heritage buildings. Given the intent behind the PRSOP – WELL consider weighting should be given to the city's resilience to natural hazards as opposed to heritage protection. WELL consider that greater allowance to forgo strict adherence to heritage building modification constraints should be provided at the Statement of Proposal level of the initiative.

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### Summary and conclusion

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- 1.33 WELL is obliged under the Civil Defence Emergency Management Act 2002 to plan for emergency events in an effective and coordinated manner with other Lifeline Utility operators.
- 1.34 As part of their asset management planning and Earthquake-Readiness Programme, WELL has provided the above feedback on the Upper Hutt City Council's draft PRSOP – thus contributing to key stakeholder (WeLG) input into the Wellington Region's earthquake readiness strategies.
- 1.35 Whilst the PRSOP exempts use of strategically important routes to identify EPBs - the identification of *High Traffic Routes* will, indirectly, assist WELL fulfilling their obligations under the CEMA.
- 1.36 Through providing this feedback on the PRSOP, WELL wish to affirm their status as a key stakeholder in the Region's earthquake readiness response – and thus support Council in their Priority Route initiative.
- 1.37 WELL are happy to provide clarification of any issue covered in this submission.

Signature for and on behalf of

Wellington Electricity Lines Limited:



Tim Lester

021 993 223

[tim.lester@edison.co.nz](mailto:tim.lester@edison.co.nz)

## **Attachment 2**

### **EARTHQUAKE-PRONE PRIORITY BUILDINGS: PRIORITY ROUTES – UPPER HUTT CITY**

#### **Background**

The system for identifying and managing earthquake-prone buildings changed on 1 July 2017 when the building (Earthquake-prone Buildings) Amendment Act 2016 became effective. The new system prioritises identification and remediation of earthquake-prone buildings that either pose a high risk to life safety, or are critical to recovery in an emergency. Certain hospital, emergency and education buildings that are earthquake-prone will be 'priority buildings' Other earthquake-prone buildings may be priority buildings due to their location and the potential impact of their failure in an earthquake on people. These buildings must be identified with community input. Priority buildings must be identified and remediated in half the usual time, to reduce the risks to life safety more promptly.

#### **Priority Routes**

The following roads, footpaths and other thoroughfares are identified as having sufficient vehicular and pedestrian traffic to warrant prioritisation, and have the potential for part of an unreinforced masonry building to fall onto the thoroughfare:

- Main Street
- Queen Street
- Princes Street
- Logan Street (between Sinclair Street and Main Street)
- King Street (between Queen Street and Main Street)
- Russell Street
- Pine Avenue (between Queen Street and Main Street)
- Savage Crescent (north/south section connecting to Queen Street)
- Wakefield Street
- Geange Street
- Wilson Street
- Camp Street
- Whitemans Rd (north of Dunns Street)
- Kiln Street (east of No.7)

Refer to High Traffic Area maps below for an overview of the listed streets. The individual streets are shown as green lines, and each corresponding area is identified in an overview of Upper Hutt City.

# PROPOSED PRIORITY ROADS IN UPPER HUTT CITY

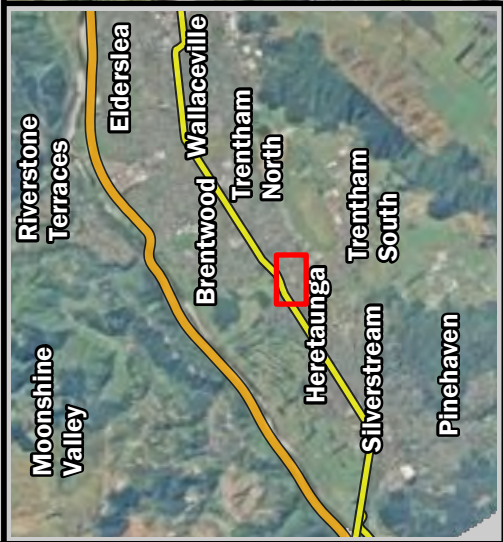


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PROPOSED PRIORITY ROADS



# PROPOSED PRIORITY ROADS IN UPPER HUTT CITY



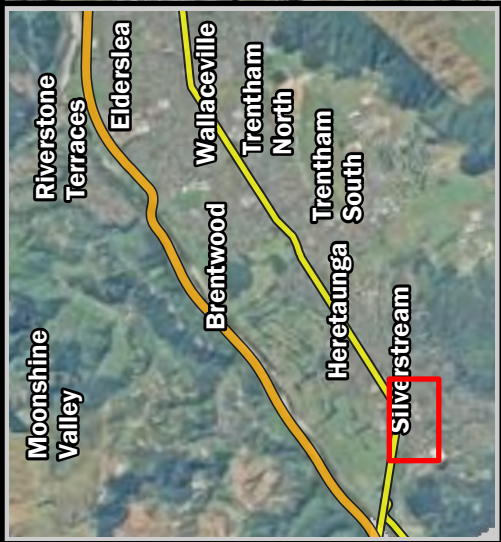
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PROPOSED PRIORITY ROADS





# PROPOSED PRIORITY ROADS IN UPPER HUTT CITY



PROPOSED PRIORITY ROADS

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0 50 100 METERS



**HIS WORSHIP THE MAYOR AND COUNCILLORS**  
**FULL COUNCIL MEETING (14 AUGUST 2019)**  
 (From the Senior Planner – Policy)  
 (Through the Director of Planning and Regulatory Services)



File: 351/12/046  
 Ref: IK

2 August 2019

## **Proposed Plan Change 42: Mangaroa and Pinehaven Flood Hazard Extents**

### **Purpose of Report**

1. To report to Council on the Environment Court determination in respect of Plan Change 42 (“the Plan Change”) and to seek a decision by Council to make the Plan Change operative.

### **Recommendations**

It is recommended:

- (i) That Council receives the resolutions from the Environment Court in Appendices 1 and 2;
- (ii) That pursuant to clause 17 of the First Schedule of the Resource Management Act 1991, Council gives notice that Plan Change 42 is approved, in accordance with the Consent Order issued by the Environment Court on 24 July 2019; and
- (iii) That pursuant to Clause 20 of the First Schedule of the Resource Management Act 1991, Council gives notice of Plan Change 42 becoming operative as soon as possible.

### **Background**

2. Plan Change 42 sought to introduce planning provisions to the District Plan to address the risk from flooding and erosion hazard identified by modelling undertaken in the Mangaroa River and Pinehaven Stream catchments.
3. The Plan Change was publicly notified on 8 March 2017, with a total of 25 submissions being received by the end of the submission period at 8 May 2017. Summary of Submissions were notified on 24 May 2017, with five Further Submissions being received from two submitters.
4. A hearing for the Plan Change was held from 27 to 29 September 2017, led by Independent Hearings Commissioner, David McMahon, following a pre-hearing meeting on 18 September 2017.

The Recommended Report from Commissioner McMahon was released on 19 February 2018, and Council's Decision on the Plan Change was notified on 11 April 2018. Two appeals to the Environment Court were consequently received by Save Our Hills (Upper Hutt) Incorporated (SOH) and Mr Alan Jefferies.

5. Following expert conferencing through the Environment Court, the SOH appeal was withdrawn on 6 May 2019. A copy of this acknowledgement by the Environment Court is attached as **Appendix 1** to this report. Mediation between Council and Mr Jefferies through the Environment Court led to agreement between parties, resulting in the Environment Court issuing a Consent Order on 24 July 2019.
6. This Consent Order directs Council to add an advice note to relevant chapters of the Plan Change and otherwise dismisses the appeal, closing all appeals. A copy of the Consent Order is attached as **Appendix 2** to this report.

### **Status of Consent Order**

7. Pursuant to section 290 of the Resource Management Act 1991 (RMA), the Environment Court 'stands in the shoes' of Council and has the same powers as the Council when it makes its decision. This means that a consent order is treated the same as a Council decision on a Plan Change.

### **Making the Plan Change operative**

8. Clause 17(2) of the First Schedule of the RMA requires Council to notify the decision of the Plan Change once all appeals have been disposed of. Additionally, Clause 20 of the First Schedule directs Council to publicly notify the date which the Plan Change becomes operative. This report therefore seeks Council's resolution to notify the decision and operative date of Proposed Plan Change 42.
9. Council has also prepared a flooding 'User Guide' in accordance with Commissioner McMahon's recommendation on notified provisions. The guide has been developed with the Greater Wellington Regional Council and intends to assist Plan users, affected landowners and other interested parties in understanding the Plan Change provisions. It is intended that the User Guide becomes publicly available upon Plan Change 42 becoming operative. A copy of the Flooding User Guide text is attached as **Appendix 3** to this report.

Report prepared by:

Ike Kleynbos  
**SENIOR PLANNER (POLICY)**

Report reviewed by:

James McKibbin  
**PLANNING POLICY MANAGER**

Report approved for submission by:

Richard Harbord  
**DIRECTOR OF PLANNING AND REGULATORY SERVICES**

**Appendix 1 – Environment Court Minute  
(ENV-2018-WLG-000046)**

**BEFORE THE ENVIRONMENT COURT  
I MUA I TE KOOTI TAIAO O AOTEAROA**

IN THE MATTER	of the Resource Management Act 1991
AND	of appeals under Clause 14 of the 1 <sup>st</sup> Schedule of the Act
BETWEEN	SAVE OUR HILLS (UPPER HUTT) INCORPORATED (ENV-2018-WLG-000046) Appellant
AND	UPPER HUTT CITY COUNCIL Respondent

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**MINUTE OF THE ENVIRONMENT COURT  
(6 May 2019)**

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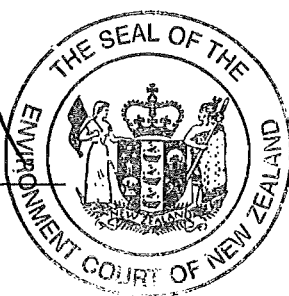
[1] The Court acknowledges receipt of the SOH memorandum of 6 May 2019 advising that it withdrew its appeal against PC42 and that it understood that no other party sought costs against it.

[2] The Court file is noted accordingly and will be closed at the expiration of 5 working days unless any other party advises that it seeks costs notwithstanding the advice from SOH in that regard.

  
B P Dwyer

Environment Judge

Issued: **6 MAY 2019**



**Appendix 2 – Environment Court Consent Order  
(ENV-2018-WLG-000039)**

**BEFORE THE ENVIRONMENT COURT  
I MUA I TE KOOTI TAIAO O AOTEAROA**

IN THE MATTER	of the Resource Management Act 1991
AND	of an appeal under cl 14 of the First Schedule to the Act
BETWEEN	ALAN DENNIS JEFFERIES  (ENV-2018-WLG-000039)  Appellant
AND	UPPER HUTT CITY COUNCIL  Respondent

Environment Judge B P Dwyer sitting alone pursuant to s 279 of the Act

In Chambers at Wellington

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**CONSENT ORDER**

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[A] Under s 279(1)(b) of the Act, the Environment Court, by consent, orders that the Upper Hutt City District Plan be amended by:

- Adding an advice note to Chapters 18, 19, 20, 23, 30, 33 and 34, being those chapters that are affected by Plan Change 42.
- The advice note will record:  
Note: For any activity within the Stream/River Corridor, Overflow Path, Ponding Area or Erosion Hazard Area, applicants are advised to consult the Wellington Regional Council to determine if regional consent is also required.
- The advice note will follow the rules table in each Chapter listed above.

[B] The appeal is otherwise dismissed.

[C] Under s 285 of the Act, there is no order as to costs.



**REASONS****Introduction**

[1] The Court has read the notice of appeal and the memorandum of the parties dated 12 June 2019.

**Other relevant matters**

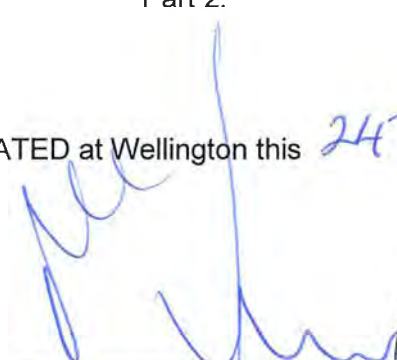
[2] The Wellington Regional Council gave notice of an intention to become a party to the appeal under s 274 and has signed the memorandum setting out the relief sought.

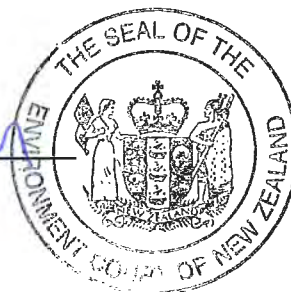
**Orders**

[3] The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

DATED at Wellington this 24<sup>th</sup> day of July 2019

  
\_\_\_\_\_  
B P Dwyer  
Environment Judge





**Appendix 3 – Flooding User Guide Text**

# Flood Hazard Users Guide for the Pinehaven and Mangaroa Catchments

## Version 4.0

### INTRODUCTION

The purpose of this user guide is to assist understanding of the identified flood hazard extents shown on the Flood Hazard Planning Maps in the Upper Hutt District Plan (“UHDP”) for the Pinehaven Stream and the Mangaroa River catchments. Flood hazard extents for a 1% Annual Exceedance Probability (1% AEP), known as a 1 in 100-year flood event, were introduced through a plan change to the District Plan in April 2018<sup>1</sup>.

The plan change introduced flood hazard overlays to planning maps and assorted rules to manage development in these two catchments to protect people and property based on the modelled extent of a 1 in 100-year flood, as well as erosion hazards for the Mangaroa Catchment.

### WHY ARE FLOOD HAZARD EXTENTS NEEDED?

Prior to the introduction of the Mangaroa and Pinehaven flood hazard extents, the District Plan had no controls over activities within areas known to experience flood hazards in these catchments, and only contained a 1 in 100-year flood hazard extent for the Hutt River. As a result, there was no mechanism to avoid or control development on land in order to reduce the risk to people and property from flood and erosion hazards.

While the Greater Wellington Regional Council (GWRC) had already published flood hazard maps for both catchments, these had no ability to fully control activities within the flood hazard extent and the development of land within these hazard areas.

### WHERE DO THE FLOOD HAZARD PLANNING MAPS ORIGINATE FROM?

#### *Mangaroa River*

In 2006, the GWRC initiated an assessment by Sinclair Knight Merz (SKM) consultants of flooding and erosion hazard for the Mangaroa Valley. The investigation identified extents and depths of flooding in the 1 in 100-year event, as well as identifying areas subject to erosion hazards.

The investigation produced flood and erosion hazard maps which defined hazards as being:

- River Corridor;
- Overflow Path;
- Ponding Area; and
- Erosion Hazard Area (and building setback).

An initial plan change (PC15) sought to introduce provisions into the UHDP in 2012 but was delayed to update the hydrological and hydraulic models and complete calibration of the model results. This was

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<sup>1</sup> Plan Change 42.

completed in 2015 so that the flood model included allowance for the effects of climate change, blockage of structures across the river corridor, and freeboard allocation to form a robust flood model.

While the model had been adequately refined, the time taken meant that a new plan change needed to be notified, and therefore Proposed Plan Change 15 was formally withdrawn in March 2016.

In February 2017, the Upper Hutt City Council (HUCC) notified Proposed Plan Change 42 to introduce planning provisions based on the updated model (as well as the Pinehaven Stream). Proposed rules sought to introduce controls which corresponded with the level of identified flooding and/or erosion risk, and introduced flood hazard maps to identify these hazards.

During the submission period, a submission was made to remove areas identified as 'ponding' with a depth of 0.1m or less. This submission was supported and accepted through the hearing, and adopted by UHCC. The ponding area shown on the flood hazard planning maps therefore identifies area modelled as lying within flood depths of >0.1m of water. Modelled depths are discussed later in this guide.

### ***Pinehaven Stream***

Following a period of flood events in 2004, 2005, and 2009, UHCC and GWRC formed a partnership and began engaging with the community to understand the flooding issue, its causes, and to provide options to address the flood hazard. The resulting partnership created the Pinehaven Flood Management Plan (Pinehaven Stream FMP), which recommended a number of structural and non-structural options to manage the flood hazard and achieve the overall purpose of reducing the risk to the community from future flood events.

Flood modelling work was carried out by SKM consultants for GWRC to establish the flood hazard extent, inundation depths, and features such as overflow paths associated with a 1 in 100-year flood event. Modelling incorporated the effects of climate change to 2090 (in line with Ministry for the Environment best practice guidance), blockages of structures across the stream, and freeboard.

Draft modelling was completed in 2009. Community engagement continued from 2009 to 2012, with the final draft Pinehaven Stream FMP notified in October 2014. Submissions on the FMP questioned whether modelling and map extents were accurate, and as a result, an independent audit was undertaken. The audit was conducted by Beca Consulting in 2015 and found that the hydrological and hydraulic modelling was fit for purpose.

This model has therefore been used to define the Flood Hazard Planning maps for the Pinehaven Catchment.

## WHAT IS ON A FLOOD HAZARD MAP AND WHAT ACTIVITIES DOES IT MANAGE?

### Ponding Area

Hazard Level: **Low Hazard**

**Modelled Flooding:** Depth 0.1m to 0.5m  
Velocity < 0.5m/s or Depth x Velocity < 0.25m<sup>2</sup>/s

Development within the **Ponding Area** presents a lower hazard risk, and therefore a permissive level of consenting with fewer rules is appropriate. Most activities in the Ponding Area either do not require resource consent, or are at a lower-level of consenting requirements whereby consent must be granted, subject to conditions (Controlled Activity).

The remainder of activities within the Ponding Area are generally at a Restricted Discretionary Activity status, and proposed developments below the 1 in 100-year modelled flood level are a Discretionary Activity. Examples of these activities include earthworks, subdivision, and building construction, and reflect the potentially more than minor effects of such activities occurring within the modelled Ponding Area.

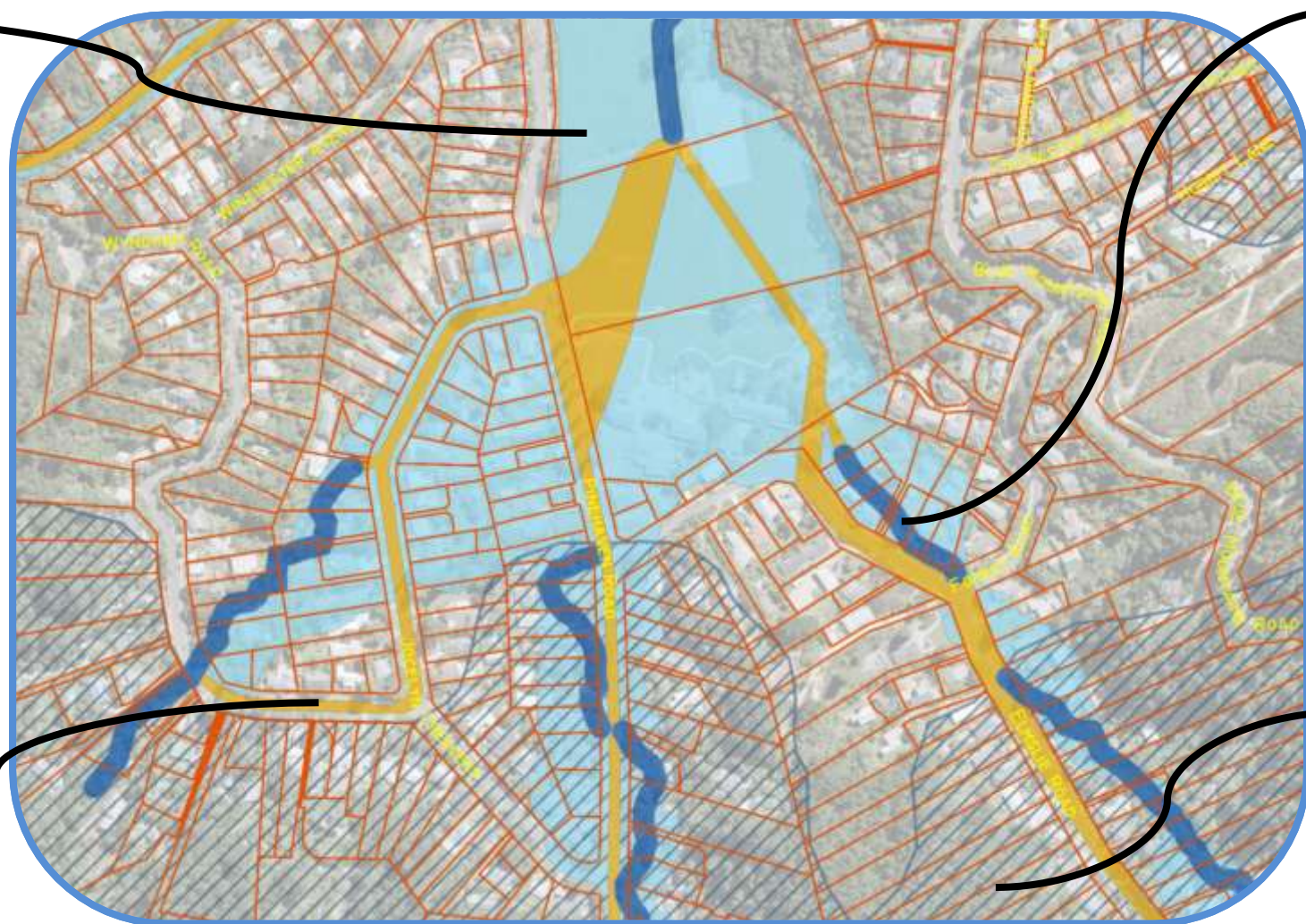
### Overflow Path

Hazard Level: **Medium-High Hazard**

**Modelled Flooding:** Depth > 0.25m & Velocity > 0.5m  
or Depth x Velocity > 0.25m<sup>2</sup>/s

Proposed developments within the **Overflow Path** have more restrictive consenting requirements, reflecting the associated medium-high risk. Depending on the catchment, activities such as earthworks, subdivision, and building construction are the most restricted – being a mix of Discretionary and Non-Complying Activities within the District Plan.

Network utility activities are the exception to this general restrictiveness when the works are above the 1 in 100-year flood level and are a specific type of utility work.



### Stream / River Corridor

Hazard Level: **High Hazard**

**Modelled Flooding:** Depth > 0.8m, Velocity > 2 m/s or Depth x Velocity > 0.5m<sup>2</sup>/s, also considers past location of channel

The highest flood hazard risk is represented by the **Stream/River Corridor**, and therefore works within this area generally have a high degree of consenting requirements. Almost all activities within this extent are of a Non-Complying Activity Status. This high threshold reflects the intention of planning policy to avoid development where the likely exposure of people and property to hazards is high. Some exceptions do exist for certain network utility works, as well as proposed bridges crossing the Pinehaven Stream.

Note that development within a Flood Hazard Extent is not a Prohibited Activity anywhere in the District Plan.

The **Pinehaven Catchment Overlay** represents a **Medium Risk**. Development within the Pinehaven Catchment Overlay can adversely impact on the modelled flood area and risk increasing the effects of a 1 in 100-year flood event. This means that provisions have been made to ensure that any development within the overlay does not adversely increase stormwater runoff from pre-development runoff rates. The likes of building extensions, new building construction, and subdivision are therefore Restricted Discretionary Activities, requiring a hydrological assessment from appropriately qualified professionals.

The **Erosion Hazard Area** is unique to the Mangaroa Catchment and is considered a **Medium Risk** area as development within the Erosion Hazard Area could be at risk from erosion during the life of the development. As this presents a risk to people and property, proposed development requires input from appropriately qualified professionals. Therefore, almost every activity within this area is a Restricted Discretionary Activity requiring the applicant to make an assessment against specific matters detailed in the District Plan.

Activity Status	Resource Consent Requirements
Permitted Activity	<b>No consent required</b> – Activity may proceed as-of-right without Council approval or notice.
Controlled Activity	<b>Consent is required</b> – Application meeting set conditions must be approved, with council limited to set conditions of consent to those detailed within the District Plan.
Restricted Discretionary Activity	<b>Consent is required</b> – Application must address specific matters within District Plan relevant to activity. Conditions of consent must relate to those matters set in Plan.
Discretionary Activity	<b>Consent is required</b> – Application must address all relevant planning objectives and provisions, with Council unrestricted in its ability to set conditions and assess all actual and potential effects.
Non-Complying Activity	<b>Consent is required</b> – Application must address all relevant planning objectives and provisions, with Council unrestricted in its ability to set conditions and assess all actual and potential effects. Applications must either have a no more than minor effect <u>or</u> be consistent with relevant objectives and policies.
Prohibited Activity	<b>Consent may not be applied for</b> – No application may be made for Prohibited activities.

## UNDERSTANDING THE DIFFERENCE BETWEEN GWRC FLOOD MAPS AND UHCC FLOOD MAPS

The key reason is the purpose of the flood maps. The GWRC flood maps show the results of the flood modelling, while the UHDP maps are to show areas where the flood hazard objectives and provisions within the District Plan are to be applied.

GWRC flood maps therefore represent the full extent of the modelled flood hazard and this information is used to advise on structural or non-structural flood risk management measures. Structural measures may comprise physical protection works such as stopbanks, or stream and river upgrades. Non-structural measures refer to the District Plan provisions based on the maps used by UHCC for land use planning. Modelled flood water depths and velocities were used to categorise different levels of hazard within the flood hazard area. These formed the basis of the flood hazard areas used in the UHDP maps.

UHDP maps show where development controls are needed, based on the level of associated hazard, to protect people and property. Planning maps effectively 'zone' areas based on these hazards, to which the District Plan provides objectives and provisions that manage subdivision, use, and development based on the level of risk.

The UHDP maps therefore deal with the mechanisms for planning controls only, which is why mapping between the two councils differs: one shows all modelled flooding; and the other shows different levels of hazard where development control is required.

An example of this is shown below:



***Difference in mapping:*** Pinehaven flood mapping, with GWRC mapping on left and UHDP mapping on right

There are two visible differences between these two maps. Firstly, the GWRC map shows a larger extent, which is reflective of its purpose to show all flooding. The main area that differs here is within the Ponding Area (shown as light blue). This is because modelled flooding extents less than 0.1m have been removed from UHDP map, as it was considered that flooding less than this was of a very low risk and did not need further planning controls applied (the Building Code applied controls already). Secondly, UHDP maps define different hazard types within the flood hazard extent, and also show some additional layers, such as the Pinehaven Catchment Overlay (shown as blue hatched extent over the lower part of the UHDP map).

As such, the extent or area may differ between the two hazard maps because UHDP maps do not show the complete extent of the 1 in 100-year flood extent, and this is instead shown only on the GWRC maps. UHDP maps exclude flood areas <0.1m deep, while the GWRC maps include all flooding areas.

## **I AM IN A HAZARD EXTENT – WHAT DO I DO?**

The answer to this depends on the type of overlay affecting your property, what proportion of the property it covers, and what the current and future use of the land is or intends to be. If you are not proposing to develop or build on your land, then no action is required - a resource consent is not required for existing dwellings within a flood extent, catchment overlay, or erosion hazard extent. However, if you want to find out modelled flood depths, you can contact the GWRC directly to obtain these. Note that flood hazard rules still provide for certain activities without the need for Resource Consent.

If a flood hazard, catchment overlay, or erosion hazard extent lies over an area you wish to develop, steps you can undertake are:

1. Consider whether you can move the proposed development to avoid the flood and erosion hazard extent completely.
2. Check the UHDP Maps or the use the UHCC online GIS mapping tool to correctly identify what the type of flood hazard is, as well as what your underlying zoning is.
3. Contact GWRC directly to find out modelled flood depths and whether any other Regional Consent may be required for the works you are planning.
4. Make an assessment against the UHDP to see whether your proposed activity triggers the need for Resource Consent. Chapter 33 is a good place to start, followed by the zone-based chapters which relate to the zoning of your property. An enquiry to UHCC Planning Officers can also provide further clarity if there is remaining uncertainty.
5. If you believe Resource Consent is required, ensure that you have all of the information available to apply for Resource Consent, based on the requirements of the associated rules and Chapter 1 of the District Plan.
6. If expert advice is required, make contact with the appropriate personnel to undertake the required assessment.

### ***Obtaining Resource Consent***

If the need for Resource Consent is triggered, expert advice from the following professionals may be required:

- Resource Management Planner
- Civil/Stormwater Engineer
- Geotechnical Engineer
- Structural Engineer
- Hydrologist / River Engineer
- Land Surveyor
- Draftsperson

When considering development, the first consideration should be whether it is possible to avoid constructing within a hazard extent. It is important to remember that the extents shown only represents hazards associated with a 1 in 100-year modelled flood event, and larger flood events will occur. GWRC

may have flood hazard information for larger flood events (for example the Probable Maximum Flood or PMF if you wish to avoid all flood hazard). Please refer to the **Box 1 section** of this guidance document for further explanations on these terms.

It is also important to remember that a 1 in 100-year flood event means that there is a 1 in 100 chance in any given year that a flood of this size or greater will occur. It does not mean that there is exactly one of these floods every 100 years and it is also important to remember that several big floods could happen in quick succession.

### **Local and Regional Resource Consents**

Depending on the activity you wish to carry out, the Resource Consent may need to be applied for through either UHCC or GWRC, or both. The reason for this is because of the different roles and responsibilities each council has under the Resource Management Act 1991 (as discussed earlier in this guide), and therefore the type of rules and consents required by each authority. UHCC is responsible for managing the use and subdivision of land and natural hazards, as well as having other responsibilities. GWRC is generally responsible for the natural environment; controlling the likes of discharges to soil, water, and air, as well as the avoidance or mitigation of natural hazards, and other responsibilities.

The following table provides examples of consents or permissions relating to flood hazards which each council may administer, and their contact details:

Local Council Resource Consent Examples	Regional Council Resource Consent Examples
<ul style="list-style-type: none"> <li>• Construction of dwelling or extensions in a Flood Hazard Extent</li> <li>• Subdivision of land</li> <li>• Land use consent for commercial development on residential land</li> <li>• Earthworks within Flood Hazard Extents or Erosion Hazard Area</li> <li>• Bridges over the Pinehaven Stream less than 6m long without piles in river or in banks</li> <li>• Establishment of dwelling with the floor level below the 1 in 100-year flood level</li> </ul>	<ul style="list-style-type: none"> <li>• Recommending new building floor levels in flooding area</li> <li>• Earthworks on erosion or flood-prone land</li> <li>• Diversion, damming, a river or stream, or establishing or demolishing structures therein</li> <li>• Taking or discharging of water</li> <li>• Bridging a river or installing culverts</li> <li>• Gravel extraction from the bed of a river or stream</li> <li>• Discharge of sediment to water</li> </ul>
Contact Details	
Upper Hutt City Council 838-842 Fergusson Drive Private Bag 907 Upper Hutt 5140 Phone: 04 527 2169 Email: <a href="mailto:askus@uhcc.govt.nz">askus@uhcc.govt.nz</a>	Greater Wellington Regional Council PO Box 11646 Wellington 6142 Phone: 04 384 5708 Email: <a href="mailto:info@gw.govt.nz">info@gw.govt.nz</a>

Wellington Water is an asset manager for drinking water, wastewater and stormwater services for the Hutt Valley, Porirua, and Wellington City. Queries regarding works council mains or capacity constraints in these areas should be directed to Wellington Water, however the agency does not process resource consent applications. Their details are as follows:

**Wellington Water**  
 Private Bag 39804  
 Wellington Mail Centre  
 Petone 5045  
 Phone: 04 912 4400  
 Email: [info@wellingtonwater.co.nz](mailto:info@wellingtonwater.co.nz)

### ***Obtaining Building Consent***

There is a difference between Resource Consents and Building Consents, and only one or both may be required. For any building consent sought within either the Pinehaven or Mangaroa catchment flood extent, GWRC will provide a recommended level for the building site.

UHCC set requirements for building floor levels through Building Consents under the Building Act 2004, whereby a local authority may only grant Building Consent in natural hazard areas where flood effects are reasonably mitigated.

If you are unsure whether construction you are planning would require a raised building floor level, it is recommended that you contact GWRC directly before proceeding to develop building designs.

### **I WANT TO BUY OR SELL PROPERTY SUBJECT TO A FLOOD HAZARD EXTENT – WHAT DO I NEED TO KNOW? WHAT ABOUT INSURANCE?**

It is important to know that all relevant flooding information will be shown on any Land Information Memorandum (LIM) requested from UHCC which either intersects with a flood hazard extent, and/or where a flood event has been recorded on that property file.

UHCC is required under the Local Government Official Information and Meetings Act 1987 to provide all information UHCC holds relevant to that property at the time a LIM is requested. Therefore, a LIM will include such details as permitted land uses, existing consents, recorded infrastructure, rating information, natural hazard information, as well as any proposed Plan Changes which would affect the property in question.

It is the landowner's responsibility to ensure that their insurance company is aware of all relevant information relating to a property, known as 'material disclosure'. Not doing so may mean that an insurer could decline an insurance claim, therefore it is important to check with your insurer whether they are aware of any hazards the property may be exposed to. The Earthquake Commission (EQC) will also insure against damage to residential land as a result of a storm or flood, but excluding bare land<sup>2</sup>.

The insurance premium you will pay will depend on the methodology used by the insurance company to evaluate the level or risk and likelihood of a flood event, and is therefore likely to differ between companies. Accordingly, when considering purchasing a property identified as being subject to flood

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<sup>2</sup> EQcover Insurers' Guide 2017 – Accessed July 2018,  
[https://www.eqc.govt.nz/sites/public\\_files/documents/EQCover/EQCover-Insurers-Guide-2017.pdf](https://www.eqc.govt.nz/sites/public_files/documents/EQCover/EQCover-Insurers-Guide-2017.pdf)



hazard, it may be appropriate to look into whether premiums would differ between companies and consider making an offer which is conditional on a level of insurance cover you are comfortable with.

Additional information can be found on the GWRC insurance fact sheet here:

<http://www.gw.govt.nz/assets/floodprotection/Insurance-and-Flood-Hazard-Areas-Fact-Sheet.pdf>

## **I WANT TO KNOW MORE ON WHAT IS INVOLVED IN MODELLING A 1 IN 100-YEAR FLOOD EVENT**

A flood study is carried out to model the 1 in 100-year flood extent as it is impossible to define the extent of land subject to flooding including climate change using historic, observational information only. The flood study includes hydrologic analysis, hydraulic analysis, flood mapping and review.

### ***Hydrologic Analysis***

The catchment area is defined, which is all the area able to catch rain for a specific watercourse. Because of the shape of the land, water that falls on the land when it rains cannot get into another catchment. The main watercourse catchment is split up into sub-catchments and these are used for the hydrologic analysis, which models the rainfall falling on the sub-catchments for the critical storm event and duration. The outputs of the hydrological model are run-off flows within the sub-catchments that show how the flow out of the sub-catchments varies over the storm as it happens. The hydrological model is calibrated using rainfall gauge records and measured flows. Historic rain records, as well as climate change are also incorporated into rainfall calibrations. A predicted increase in temperature of 2.1°C for the period 2080-99 was adopted to account for climate change as per the Ministry for the Environment guidelines for the Wellington Region, which predicts a 16% increase in rainfall depths and intensities over this time. The hydrologic analysis provides the input for the second stage hydraulic analysis.

### ***Hydraulic Analysis***

Hydraulic analysis uses the outputs of the hydrologic analysis to provide the input flows into a computer hydraulic model set up to represent the watercourse and land being modelled. The shape of the land comes from LiDAR (Light Detection and Ranging) aerial survey data that was taken in mid-2009 in Pinehaven<sup>3</sup> and originally in 2004 for Mangaroa and then also updated in 2013. 'Contours' represent the hills, gullies, depressions in the ground, open channels etc. Cross section surveys through the watercourses are also used to define the channels and structures such as bridges and culverts. The general surface conditions are also taken into account in the model (the type of surface rain falls on affects how fast water flows over it i.e. water flows faster over paved or concreted surfaces compared with grass).

The hydraulic model is run to determine how the input flows spread down the watercourse and across the floodplain. Different boundary conditions are evaluated, such as if the input flows vary and the downstream water levels change – such as the Hulls Creek water level for the Pinehaven Stream or the Hutt River for the Mangaroa River. Effects of changes in the stream channel such as blockage at structures (such as bridges or culverts), and changes in roughness or obstructions in the floodplain are also reviewed. The hydraulic model is run for different modelling scenarios and size events, and the results calibrated with measured flood records where possible. The modelling result tells us which parts of the catchment are likely to be covered by water, the flood water depth, and how fast it is likely to be flowing.

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<sup>3</sup> SKM Pinehaven Report (2010) Appendix A

**Review & Flood Mapping**

The flood study analysis and mapping are reviewed to identify any shortcomings that can then be changed and determine that the end results are fit for purpose. The results of the hydraulic analysis are then mapped to show current and future flood hazard across the catchment.

**Disclaimer:**

*The advice provided in this Users Guide should not be seen as a replacement of professional advice on the management of flood hazards or insurance advice. This information is general in nature and advice should always be obtained from the relevant point of authority on a case-by-case basis.*

## Box 1: Understanding Flooding Terms

### FREEBOARD

Freeboard is an allowance for uncertainty in the hydraulic model, and accounts for such things as:

- Blockages of bridges and culverts;
- Higher than expected channel or floodplain roughness (larger, denser vegetation or other obstructions, such as fences);
- Uncertainty in the design hydrology;
- Coincidence with high flows in the receiving channel (such as Hulls Creek or the Hutt River) creating backwater effects;
- Build-up of sediment in the channel (aggradation);
- Inaccuracies in the topographical survey;
- Waves from vehicles or due to localised hydraulic effects (for example, upstream of buildings); or
- Higher water levels around the outside of beds (known as superelevation).<sup>4</sup>

Freeboard may be applied differently in different areas to reflect the relative sensitivity of areas to the variables incorporated in freeboard. This is determined by conducting a sensitivity scenario in the catchment based on the inputs above.<sup>5</sup> For example, in the Pinehaven Catchment, freeboard has been applied by increasing flood levels by 0.3m in the flatter parts of the catchment and by 0.5m in the steeper and narrower upper valleys. In the Mangaroa Catchment, freeboard of 0.3m is applied.<sup>6</sup>

### FLOOD FREQUENCY

Flood Frequency is described using many different terms such as Annual Exceedance Probability (AEP), flood event recurrence interval (ARI), or flood event return period. It is the estimated probability (as a percentage) that an event of specified magnitude will be equalled or exceeded in any year. For example, an event which is likely to occur, on average, once every 100 years, would have an AEP of 1%. This would also be described as a 1 in 100-year event

The AEP percentage is similar in nature to ARI as this measures the long-term average number of years between the occurrences of a flood as big as or larger than the selected event.

The following table shows the relationship between these two terms:

AEP	ARI	Description
0.23%	1 in 440-year	Over a very long period of time, an event of similar size may occur on average once every 440 years. A flood of this size or larger has a 0.23% chance of occurring in any year.

<sup>4</sup> Upper Hutt City Council (2017) Plan Change 42- Council Hearing Report- Appendix 7- Kyle Christensen evidence- Para 26

<sup>5</sup> Upper Hutt City Council (2017) Plan Change 42- Council Hearing Report- Appendix 7- Kyle Christensen evidence- Para 27-28

<sup>6</sup> Upper Hutt City Council (2017) Plan Change 42- Council Hearing Report- Appendix 7- Michael Law evidence- Para 53

1%	1 in 100-year	This flood event has 1 chance in 2 of occurring during a single lifetime (70 years). Over a very long period of time, an event of similar size may occur, on average, once every 100 years. A flood of this size or larger has a 1% chance of occurring in any year.
2%	1 in 50-year	This flood event has 1 chance in 1.3 or a 76 % probability of occurring during a single lifespan (70 years). Over a very long period of time, an event of similar size may occur, on average, once every 50 years. A flood of this size or larger has a 2% chance of occurring in any year.
5%	1 in 20-year	A flood event of this scale is likely to occur more than twice in a single lifespan (70 years). A flood of this size or larger has a 5% chance of occurring in any year.
10%	1 in 10-year	A flood event of this size will occur 7 times on average in a single lifespan (70 years). A flood of this size or larger has a 10% chance of occurring in any year.

Additional information on flood hazard area terminology can be found on the GWRC webpage at: <http://mapping.gw.govt.nz/GW/Floods/Information/GW%20Flood%20Areas%20Information.htm>

## Box 2: Links to external resources

### GREATER WELLINGTON REGIONAL COUNCIL LINKS:

- [Flood Protection Webpage](#)
- [Regional Flood Management Plans](#)
- [Pinehaven Flood Management Plan](#)
- [How a Flood Hazard Map is Built](#)

### UPPER HUTT CITY COUNCIL PLAN CHANGE INFORMATION

- [Plan Change 15 – Flood and Erosion Hazard Areas](#) [Mangaroa River]
- [Plan Change 42 – Mangaroa and Pinehaven Flood Hazard Extents](#)

### FLOOD MODELLING REPORTS & AUDITS

- [Mangaroa River Erosion Hazard Report – SKM 2006](#)
- [Mangaroa River Flood Hazard Assessment – Jacobs 2015](#)
- [Pinehaven Stream Flood Hazard Assessment – SKM 2010, Volume 1](#)
- [Pinehaven Stream Flood Hazard Assessment – SKM 2010, Volume 2](#)
- [Pinehaven Stream Flood Mapping Audit – Beca 2015](#)

**HIS WORSHIP THE MAYOR AND COUNCILLORS  
COUNCIL MEETING (14 August 2019)**

(From the Director of Business Services and Customer Engagement)



File: 301/60-020

Ref: VC

5 August 2019

## **Endorsement of the Wellington Regional Investment Plan**

### **Purpose**

1. The purpose of this report is to provide information to enable Council to endorse the Wellington Regional Investment Plan (the Plan).

### **Recommendations**

It is recommended that Council:

- (i) receives the report;
- (ii) endorses the Wellington Regional Investment Plan; and
- (iii) informs Greater Wellington Regional Council of Upper Hutt City Council's endorsement of the Wellington Regional Investment Plan.

### **Background**

#### **PURPOSE OF THE PLAN**

2. The purpose of the Plan is to provide a long-range blueprint that details the investment required over the next 30 years to ensure the future success of and to improve the quality of life in the Wellington region.
3. A key purpose of the Plan will be to enable the region to collectively have a conversation with central government about the region's long term growth opportunities and constraints and identify new partnership models to achieve our desired outcomes.

#### **PROCESS FOLLOWED**

4. The Wellington Regional Strategy (WRS) Committee proposed the development of an investment plan for the region in August 2017. The intent was to identify and bring together the opportunities and challenges across the region to support a joint approach to regional economic growth.
5. The process for development of the Plan was agreed at the WRS Committee meeting held on 21 November 2017. The implementation of this was agreed with Chief Executives on 8 December 2017 and the approach was endorsed by the Mayoral Forum at their meeting held on 20 April 2018.
6. A project plan was developed and a consultant (HenleyHutchings) was appointed in March 2018 to develop the Plan.

7. The project was managed through the WRS office with a steering group of senior managers from all councils, WREDA and the New Zealand Transport Agency (NZTA). Council CEOs and Mayors (through the Mayoral Forum) also provided guidance to the project.
8. The Plan was developed through a series of facilitated workshops and action teams involving senior council officers, businesses, central government, iwi and other stakeholders, supported by an external consultant.
9. Action teams were set up in four areas and included councils, private sector and central government:
  - a) Housing;
  - b) Resilience and transport;
  - c) Economic enablers; and
  - d) Visitor attraction.
10. Individual meetings were held with iwi as well as discussions at Ara Tahi.
11. A number of workshops were undertaken with the Mayoral Forum and Chief Executives Forum.
12. Discussions with Ministers and the Mayoral Forum occurred in April 2018 and December 2018.
13. This year the focus has been on refining the Plan and development of a final document. Alongside this work we have been developing the relationships with central government and are looking for opportunities to ensure that the identified transformational elements can be put in place.
14. The Mayoral Forum endorsed the draft Plan on 21 June 2019(enclosed as Attachment 1).

## **SCOPE OF THE PLAN**

15. The scope of the Plan was to identify and assess the significant opportunities that would encourage economic growth and employment across the Wellington region, as well as understand the constraints for growth and what actions need to be taken to realise that growth over the medium to long term.
16. Our focus was broad, in the sense that while the desire was around identifying economic growth opportunities and constraints, the reality was that this meant looking at housing, transport, resilience and economic conditions as they are all interrelated.
17. The Plan was intended to build on existing regional reports and economic data and knowledge, including investment proposed by councils through their long term plans and planned central government investments.
18. It brings together existing prioritised programmes to look at these from an integrated perspective across the region, focussing on the potential to drive economic growth outcomes.
19. The content of the Plan includes:
  - a) state of the economy
  - b) an economic analysis of the region identifying:
    - what is working well
    - where we are underperforming
    - cross cutting issues
    - an understanding of current and future local, regional, national & global trends
  - c) collective Investment Plans (infrastructure, growth projects, skills etc):

- when are they planned
  - by whom
  - what is the desired outcome
- d) other interventions that are planned - identification of other interventions across the region which may impact and/or support growth and investment opportunities
- e) gaps and opportunities – identification of the gaps and opportunities across the region including understanding possible cross regional opportunities.

## Engagement with government

20. Mayors met with Ministers in April 2018 to have an initial discussion and to gather support for development of the Plan at a central government level.
21. The key messages were:
- a) Wellington plays a unique role in the New Zealand economy;
  - b) the region has substantial population growth forecast;
  - c) the whole of New Zealand benefits – a vibrant Wellington contributes to a vibrant New Zealand; and
  - d) we want to work in partnership with central government.
22. Ministers stated that they want to see the development of successful, resilient, modern cities with thriving communities, identifying that systems need to be responsive to change and that urban development, infrastructure and transport are better integrated and aligned.
23. For central government a successful Plan would:
- a) set a clear vision, objectives and urban strategy, articulating what sort of urban form the region wants collectively and how Wellington can grow both up and out;
  - b) integrate work across the plan;
  - c) clearly prioritise initiatives within and across its action areas spatially;
  - d) include a set of economic enablers alongside housing, urban development, transport and resilience; and
  - e) identify phasing/timeframes and delivery arrangements.
24. Mayors had a further meeting with Ministers in December 2018 to discuss the first draft of the Plan and how as a region we plan to work together going forward.
25. Central government asked for:
- a) joint working to develop programmes and projects that can then be actioned; and
  - b) support to enable the successful delivery of the projects through:
    - a Senior Responsible Officer (SRO)
    - new tools
    - co-funding
    - legislative support

## Comment

26. The Plan identifies existing and potential opportunities for investment across the region. It is action oriented, builds on the strengths of the region, and identifies any limitations. It references

supporting work programmes to enable partnerships to be developed and help unlock resources to enable implementation.

27. The work has identified where value can be added, integration achieved and opportunities already in train across the region leveraged – including local activity, central government actions and the private sector.
28. Wellington’s transformational focus areas are identified as:
  - a) developing new housing supply and contemporary urban form – aligning housing and urban form with the future economy and lifestyle aspirations of people across the region;
  - b) accessing opportunities through transport – design of an efficient multi-modal transport system which supports the region and integrates the economy and urban form;
  - c) building a modern, low-carbon, high enterprise economy – further developing our active and innovative, knowledge-focused economy. Seeking to drive clean growth primarily, but not only, through the technology and creative sectors; and
  - d) strengthening our resilience and reducing environmental impact – building regional infrastructure with the capacity to tackle climate change impacts and to better resist disruptive events and enhancing the ability to achieve a quick recovery. Promoting urban development guided by the requirement to become a zero carbon region and supporting the replanting/planting of trees and sustainable water storage.
29. Regional commitment to the Plan as well as institutional arrangements that enable ongoing delivery will be necessary for the Plan to be successful. Discussions with central government have also reinforced the need for regional commitment and coordination.

## Next steps

30. Over the course of the development of the Plan work has continued across the region and relationships with central government agencies have been strengthened after the two meetings that Mayors had with Ministers. A partnership has been developed between the nine councils and the Ministry for Housing and Urban Development (HUD) and the New Zealand Transport Agency (NZTA) for the development of a Regional Growth Framework. This is an opportunity to expand further on the work completed in the Plan and supports the Urban Growth Agenda developed by Government and their desire to see strategic spatial thinking inform investment and decision-making.
31. Considerable progress has been made on large cross-agency programmes such as ‘Let’s Get Welly Moving’ (LGWM) and smaller-scale projects such as the Māori Economic Development Plan, amongst others.
32. Our continued commitment to work together for the growth of the region will be an important focus for partnerships to continue to grow.

Vibhuti Chopra

**Director Business Services and Customer Engagement**

## Attachments

Attachment 1 – Wellington Regional Investment Plan.



# Wellington Regional Investment Plan



# Wellington Regional Investment Plan

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## Executive Summary

For some time now the Wellington region has been transforming, almost imperceptibly. No longer is it a staid government centre. It has become a contemporary technology-driven economy, a cultural centre and a visitor destination. Its history of slow population growth is gradually giving way to more significant growth and the regional economy too, is in growth mode. It's not without its challenges and many of those lay in access and resilience, but all in all its prospects are very positive.

Local councils have been thinking about the implications for their own areas but also for the region as a whole entity and this investment plan reflects this thinking process.

Wellington as a region is an interlocking network of cities, towns and rural communities. It is a city-region, small on a global scale, but sufficiently large to combine the advantages of a partially concentrated and partially dispersed regional economy in an attractive setting with a high quality of lifestyle and environment.

Optimising this balance of concentration and dispersal is the key to a positive future. Across the region are the ingredients of attractive lifestyles and varied living and employment options and as we become more mobile, we can access these region-wide benefits more and more. That mobility requires integrated design of transport, infrastructure and land use and this is where an investment plan can focus its attention for most benefit.

The Wellington Regional Investment Plan (the Plan) is our long-range blueprint that details the investment required over the next 30 years to ensure future success and improve the quality of life for the Wellington region. It is a vision for where we see ourselves and a plan for how to get there.

Its preparation involved extensive research and consultation across the region in 2018, including a steering group, governance group and a number of action groups comprising business, iwi, education and local and central government.

Councils have already committed to substantial investment (\$4.5b in capital expenditure over the next 10 years) in Long Term Plans (LTPs). This Plan seeks to integrate this investment, unlock the new opportunities and accelerate the achievement of results. To make it happen, we need to work in partnership across local government, iwi, community, business and with central government.

The national perspective is an important consideration. Wellington as the nation's Capital, plays a vital part in New Zealand politics and economy. It is also an international connector. We are the second largest

WELLINGTON REGION IS HOME TO OVER **500,000** PEOPLE (**10.7%** OF THE NZ POPULATION) AND HAS THE SECOND HIGHEST REGIONAL GDP (PRODUCING **13.3%** OF THE NZ GDP). WE ARE EXPERIENCING STRONG POPULATION AND ECONOMIC GROWTH AND THIS IS FORECAST TO ACCELERATE INTO THE FUTURE

### POPULATION

2018 **521,500** → 2048 **670,000**

### JOBS

2018 **299,000** → 2048 **391,000**

region by gross domestic product (GDP) with a highly skilled workforce and a creative and “tech” culture which complements our already strong government presence.

The Plan is built on the assumption that in economic, social, cultural and environmental terms, the region is more than the sum of its parts and with New Zealand evolving into super-regional economic blocs the lower North Island is an important piece of the total New Zealand picture. To retain and build on its strong contribution to the New Zealand economy, our region needs to continue to work together with increasing energy and commitment, building on our natural and emerging advantages and creating new capabilities.

### Where does the Plan fit?

Planning is the responsibility of each of the councils through their LTPs. These remain the core planning documents. This Plan, which is fully supported by the councils, focuses at a higher level, drawing together a strategic and spatial view of the region and seeking to inject the energy required for a collective lift of performance, achieving results faster from a better integrated effort.

The Plan is broader than local government and takes account of central government, the community and the private sector as they impact on regional development. Central government mechanisms such as the National Policy Statements for – Urban Development Capacity and Freshwater Management and the proposal for an Urban Development Authority will have a major impact on decisions influencing timing and location of regional projects.

### The Plan

Has a long term view out ten plus years, and takes account of the major changes and challenges the region will experience over that period.

### Why now?

We are at a moment in the region’s history where, with the right vision and programme, the region has the insight and self-confidence to modernise itself into the 21st century as a leader in the New Zealand economy, way of life and values. If the moment is allowed to pass and the initiative not taken, the opportunity may not arise again in the same form.

### Outcomes

Our research and engagement has identified four important areas in which we must make significant progress to enable the Wellington region to continue to be a place where people want to live, work and visit.

For each area the Plan describes the desired outcome, why it is important for Wellington’s future and what we need to focus on to deliver. These four areas do not stand alone; they are interdependent and build on each other. We need to make progress on achieving all outcomes simultaneously.

#### 1. Developing new housing supply and contemporary urban form

Aligning housing and urban form with the future economy and lifestyle aspirations of people across the region through:

- Affordable housing
- Contemporary lifestyle precincts
- Social housing
- Greenfield

## 2. Accessing opportunities through transport

Design of an efficient multi-modal transport system which supports the city-region vision and integrates the economy and urban form through:

- Let's Get Wellington Moving
- North/South multi modal transport spine
- East/West transport spine

## 3. Building a modern low-carbon high-enterprise economy

Building an active and innovative, knowledge-focused and broad-based economy seeking to drive clean growth primarily, but not only, through the technology and creative sectors.

- Knowledge and skills for the future
- Māori Economy
- Economic and Business Acceleration
- Wellington as a destination

## 4. Strengthening our resilience and reducing environmental impact

Building regional infrastructure with the capacity to tackle climate change impacts and to better resist disruptive events such as earthquakes and enhancing the ability to achieve a quick recovery, should an event take place. Promoting urban development guided by the requirement to become a zero carbon region and supporting the development of replanting/planting trees and sustainable water storage.

- Lifelines
- Replanting/planting of trees
- Water storage
- Prioritising the transition to a zero carbon economy

## Delivering

Delivering on our Plan requires a co-ordinated and concerted effort. It will require strong and deep partnerships with central government and a region-wide joined up view of delivery across the different areas of the economy and geography.

It is only through this approach that Wellington, as an integrated region will thrive.

## Background

The Plan has evolved in the last eighteen months through a number of key stages.

### Identification of opportunities and priorities

Accessing and utilising existing knowledge and research from councils across the region was the first step in understanding potential opportunities for the region. A combination of cross-council workshops, a steering group and the Chief Executives forum helped shape the direction of the Plan. The Mayoral Forum helped set the priorities, enabling us to focus our efforts into the areas that matter.

Action teams which comprised a mix of business, local government, central government, education and iwi worked in four priority areas that dropped out of the council discussions:

- Developing new housing supply and contemporary urban form
- Accessing opportunities through transport
- Building a modern low-carbon economy
- Strengthening our resilience and reducing environmental impact

The action teams developed robust thinking on these four areas and identified priorities within them. The steering group workshopped these areas and the Chief Executive and Mayoral forums both provided input along the way.

### Detailed Actions

Each of the four priority areas include actions that have been identified as critical to achieving our overall objective. These actions were identified through extensive work with the action teams and the steering group. Many of the actions were already on the radar as being important, however, the Plan has now highlighted them within the wider regional context and reflects their value and necessity.

## About the Wellington Region

### Te Upoko o te Ika a Maui - Wellington

Wellington is an important location for New Zealand and the New Zealand people. Wellington is the head of the fish of Maui, the Harbour – Te Whanganui-a-Tara and Wairarapa Moana are the eyes of the mythical fish, and the great bay between them is the fish's mouth.

The region is an interdependent network of cities, towns and rural areas. It is the seat of Government but has long shed its grey, staid persona of public sector bureaucracy for a much more upbeat image, including the public sector. It is a growing centre for economic enterprise, knowledge and skills, creative and cultural pursuits and lifestyle. The region is a modern urban economy paired with a quality natural and social environment.

The interdependence of the region is a defining characteristic. Each part has a high level of dependence on every other part, especially the entwined nature of the CBD and the rest of the region. The present regional dynamic involve a commercial heart with a residential hinterland. The future involves a critical mass of creative and technology “knowledge-based” industries both in the CBD and extending across the region, benefitting from their regional co-location, and taking advantage of the lifestyle assets spread around the region.

### A high quality of life

Residents in the Wellington region enjoy a high quality of life relative to other parts of New Zealand. To begin with they are often well paid. According to the Infometrics Regional Economic Profile, mean earnings by workers in the Wellington region are 12 percent above the national average and it is the highest paid region in the country.

It is not just income, but across a wide range of domains that Wellington residents appear to have a high level of satisfaction.

The Quality of Life Survey conducted in 2018<sup>1</sup> indicates that residents continue to be well satisfied living in the Wellington region. Wellington region participants were positive about all dimensions covered by the survey, and indeed appeared to have above average satisfaction in the quality of their lives.

Eighty nine percent of respondents to the survey from the Wellington region reported that they thought they had a good quality of life, with just three percent reporting overall dissatisfaction.

This means that Wellington is seen as a destination and a place where people want to live and work. This is positive for the region but at the same time puts pressure on existing infrastructure and housing.

### Māori in the Wellington Region

Māori play a special part in the history, identity and life of New Zealand and the Wellington region. The region is home to around 58,332 (12 percent) people who identify Māori as their ethnicity (Appendix 1, Table 2: Share of the population that identify as Māori in the Greater Wellington Region, 2013 Census<sup>2</sup>). The last Census also indicated that the percentage categorised as mana whenua was 16 percent with

<sup>1</sup> <http://www.qualityoflifeproject.govt.nz/index.htm>

<sup>2</sup> Māori Economy in the Greater Wellington Region, 30 March 2018, [www.berl.co.nz](http://www.berl.co.nz)



mātāwaka (Māori who come from other areas) the remaining 84 percent. Over half are under 30 years and StatsNZ predict this to continue through to 2038, with the over 65 age-category nearly doubling from 15 percent to 26 percent over the same period.

Six iwi authorities have their home across the region and through the Treaty of Waitangi, historical claims have been settled for four of the six with two still to settle (Figure 1).

Figure 1: Wellington Region iwi

Taranaki Whānui ki Te Upoko o Te Ika	Ngāti Raukawa ki te Tonga
Ngāti Toa Rangatira	Te Ātiawa ki Whakarongotai
Rangitāne o Wairarapa	
Ngāti Kahungunu ki Wairarapa	

## Wellington's Role in New Zealand

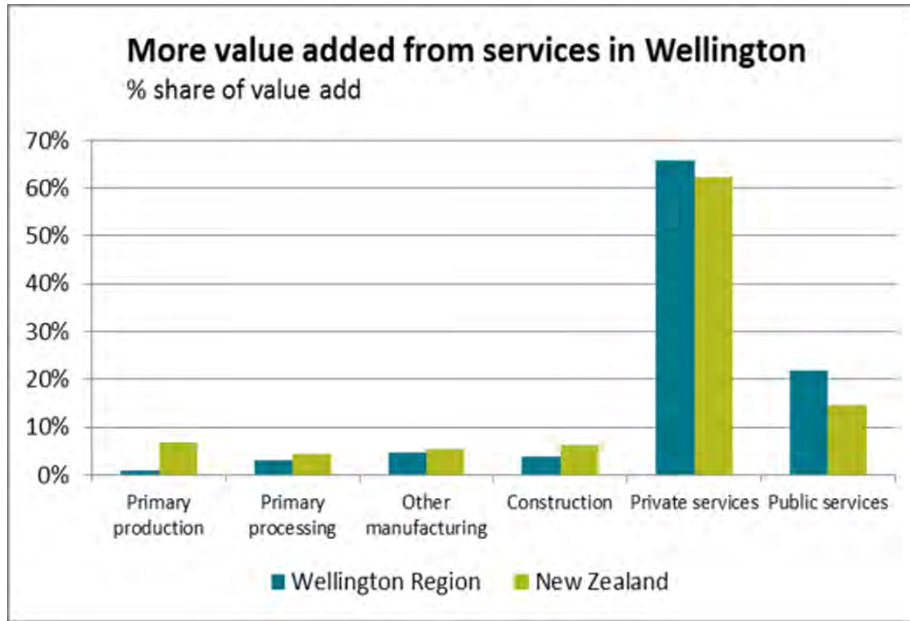
### A high performing economy

Wellington is at the leading edge of the New Zealand economy. Based on Infometrics Regional Economic Profile data per capita GDP in the region is 28 percent greater than the national average and 12 percent higher than that in Auckland. Wellington has a highly productive workforce. In 2018 the Wellington region had:

- 10.7% of the national population
- 10.9% of the working age population
- 11.5% of national employment
- 13.7% of national value added (GDP)
- 14.6% of the nation's professionals
- 16.6% of the nation's knowledge workers

Although, as the nation's capital, Wellington is known for its public service, private services are now the real engine room of the Wellington economy, with private services contributing three-times as much output as the public sector (Figure 2). Public services will continue to grow roughly at the same speed as the broader economy whereas knowledge-based services are likely to be much faster movers.

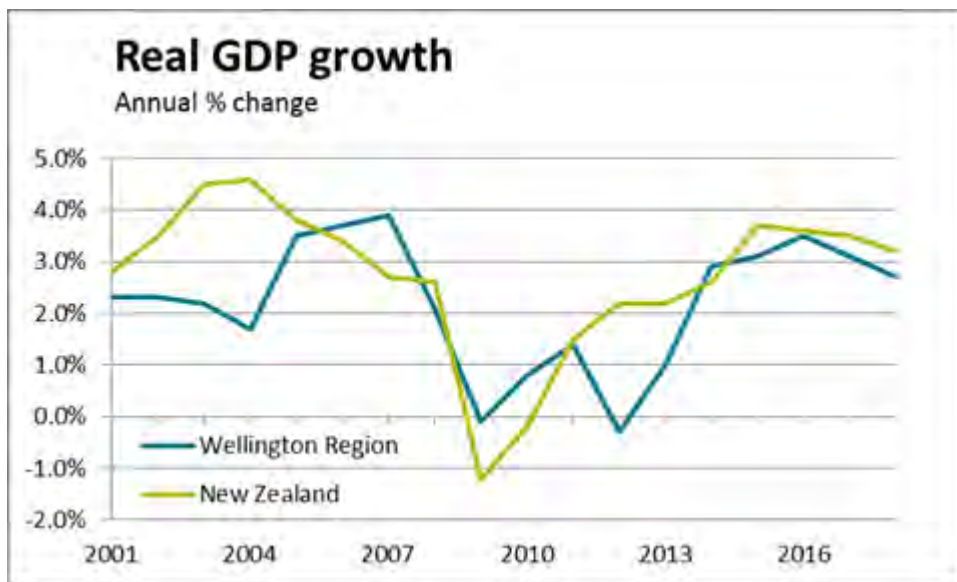
Figure 2: Added value from services



**Some catch up from the rest of New Zealand**

There has been some catch up from the rest of New Zealand over the last decade; while the Wellington region economy expanded by 19.5 percent in the ten years to March 2018, the New Zealand economy expanded by 23 percent. This is good for the nation, but New Zealand also needs to have its leading light economy to continue forging ahead (Figure 3).

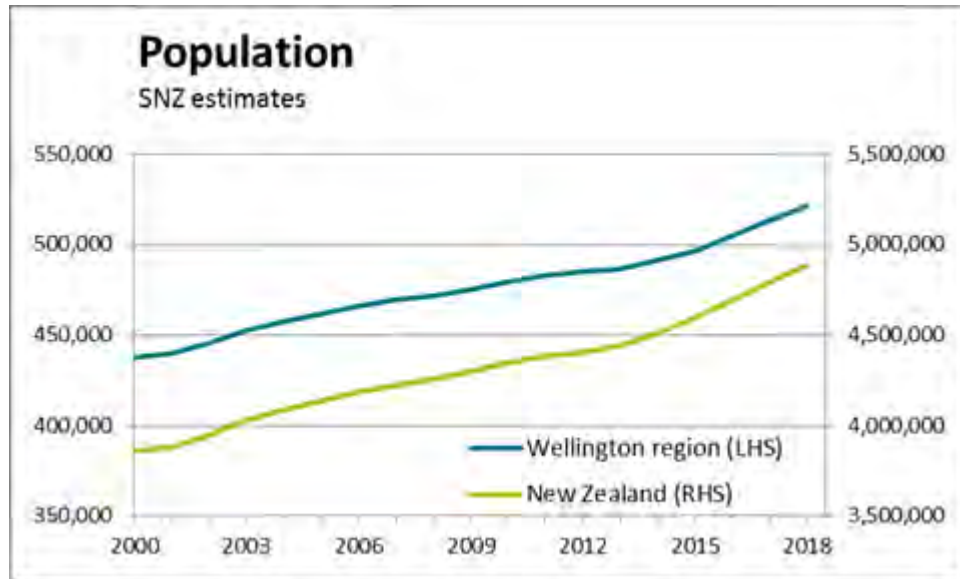
Figure 3; Real GDP growth



As a result of this catch up from the rest of NZ there has been a slower pace of population growth in the region compared to NZ as a whole. The population of the Wellington region is estimated by StatsNZ to have increased by 0.9 percent per annum from 426,900 in 1996 to 521,500 in 2018. However, with national population growth averaging 1.2 percent per annum, the Wellington region’s share of the national

population has fallen from 11.4 percent in 1996 to 10.7 percent in 2018. The last few years have seen a significant change with accelerated population growth in Wellington City and across the region; this has been at double the average rate of growth over the last decade (Figure 4).

Figure 4: Population growth



### Transport interconnectedness

There is increasing connectedness across the lower North Island and the top of the South Island and the region is well placed to build on those links to develop and achieve shared objectives. These linkages already provide rail commuter services and significant freight networks, which are the main connection point between the North and South Island for sea (state highway one). The Wellington Ferry terminal and port, thereby providing critical access for New Zealand in both freight and passengers (tourism).

### Strong prospects for the Wellington Region

Global trends are generally positive for the Wellington Region. So as long as the region's infrastructure supports rather than inhibits the region, then the region appears to have strong economic and population prospects.

Table 1: Wellington Region share of national trends

	2018	2028	2038	2048
Population	10.7%	11.0%	10.8%	11.0%
Employment	11.5%	12.0%	11.7%	11.9%
GDP	13.7%	13.8%	14.0%	14.0%
Per capita GDP	126.6%	126.4%	129.2%	126.8%

### Global trends relevant to prospects for the Wellington Region

Powerful forces are changing our world. Their impacts are touching all countries, sectors, companies, and, increasingly, workers and the environment. We have identified five key global trends that are likely to have profound implications for the Wellington Region in coming decades (Appendix 1):

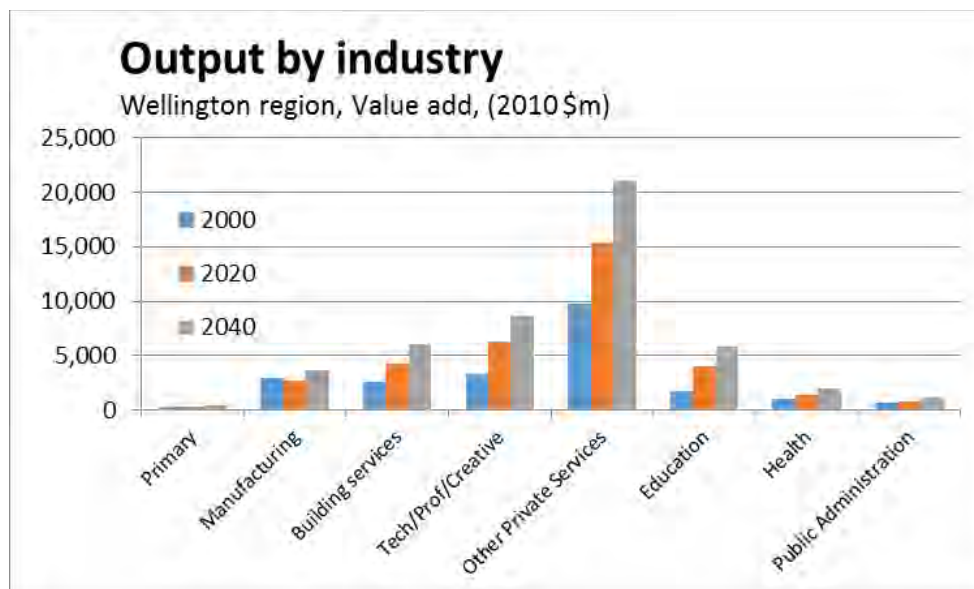
- Climate change
- Population ageing
- Digital technology and pace of change
- Globalisation of services
- Urbanisation

As a region we cannot be complacent when it comes to these forces of change, they need to be part of our focus and built into our development for the future.

### Industry prospects

Industry across the Wellington Region is notable for being in the tertiary and quaternary sectors with the region having a 37 percent share of quaternary GDP compared to 25 percent at a national level. The quaternary sector includes knowledge intensive service industries and Figure 5 highlights where growth is predicted to continue to happen. This puts pressure on the region to continue to be able to supply a highly skilled workforce well into the future (Appendix 1).

Figure 5: Output by industry



### Implication of population prospects

The population figures presented in this Plan are based on the high scenario from Statistics New Zealand's (StatsNZ) subnational population projections for the Wellington region. These project the region's population increasing from an estimate of 514,000 in 2017 to 650,000 by 2043. This implies an average annual growth rate of 0.9 percent, which is the same pace of growth experienced in the region since 1996.

Our economic projections (Appendix 1) suggest that the high scenario is a more plausible scenario than the medium projections. Economic and social trends are likely to favour economies like Wellington, in particular through:

- ongoing urbanisation;
- high agglomeration returns for CBD based economies;
- favourable growth prospects for industries that utilise information technology, and,
- increased globalisation of service-based industries.

As a result, projections based on GW's Wellington Regional Economic Forecast Model (Appendix 1) suggest that by the mid-2040s production in the region will increase from 13.7 percent of national production to 14.0 percent and from 11.5 percent of national employment to 11.9 percent.

In other words, a key challenge for the region is to be prepared for continued population growth. This leads to many of the proposals presented in the Plan:

- the use of housing precincts to encourage more intensive housing but also to support economic growth across the whole region
- initiatives to enhance the liveability of the region
- enhanced transport infrastructure as even with a large proportion of population growth expected in Wellington City, a 50 percent increase in daily commuter flows into Wellington City is expected over the next three decades

## Strengths, Challenges, Opportunities

Cities are a vital economic unit in a modern economy. They consolidate economic activity, innovation, culture and enterprise. They are economically efficient. But cities can alienate people. Many modern cities suffer from the phenomenon of stratification, where wealth, high property values, advanced education and other indicators of privilege concentrate into the inner ring around a city, whereas less privilege, lower education and property values are relegated to the outer fringes - the commuter zone. Cities are also associated with problems of congestion, increasing commuter times (and costs), unemployment and urban decay.

The ideas of city and urban form are undergoing a serious rethink to address these negatives. New generations are looking to be urban dwellers, but they want an urban future where the extremes of economics are tempered by human, social and environmental values. Cities of the future may be more intensely populated, so can they be better designed to create attractive environments? High quality design can enable affordable quality urban living, even with greater population density.

The Wellington region is moving towards a more concentrated or specialised economy. The concentration is on types of industries, not necessarily concentration in the CBD. The region's economy will be of increasing national and international scale and importance, with its concentration of knowledge-based industries. To support this economy and provide the essentials of a modern lifestyle, and meet the expectations of the new generations of young people populating these industries, the idea of the city-region becomes essential.

Furthermore, because of its knowledge focus, the Wellington economy is a high productivity economy in New Zealand terms, with GDP per employed person being around 15 percent higher than the national average. While this is a positive factor, there is still plenty of upside to be achieved if comparisons are made internationally.

Maintaining a high level of productivity will arise from continual skill and capability development, and ongoing investment in technologies which enhance human effort. This requires a culture of education and skill improvement and Wellington is pre-disposed in this direction.

### City-region

The idea of a city-region is fundamental to this Plan, it is a way of thinking that takes the benefits of urban concentration and regional diversity and turns them into an active whole. It combines scale and diversity – just enough scale to compete nationally and internationally and to create momentum, not so much scale that the human benefits of intimacy, population mix and human values are diminished or lost.

The central city of Wellington is a vital beating heart of the economy. Without it, there is no region, but it alone is not sufficient to succeed in a future world that demands a broader definition of lifestyle and economy. The city alone cannot provide the options that people are seeking at different stages of their life cycle and careers – factors that make them want to live and be part of a region with its options and variations. A region that is little more than an outlier of the city doesn't meet these requirements either.

The idea is a total working and living environment that meets the needs of its population in an efficient and modern manner. The city-region has nothing to do with political management. The city-region is a carefully designed package to meet the requirements productivity, motivation, collaboration, innovation and modern-future living and working.

### Strengths

- Our contribution to the national economy
- Our capability as a centre of government
- Our efficient and compact living and working environment
- Our high status in terms of skills, education and productivity
- Our location as a transport junction between the North and South Island

### Challenges

- Managing the demands of population growth and its implications
- Managing the pressures on house prices and the cost of living
- Moving people around the region effectively and sustainably
- Preparing for and mitigating the impacts of natural disasters and climate change

### Opportunities

- Business growth
- Innovation and productivity growth
- Talent and business attraction

## Visioning the Wellington region

Success can be measured in many different ways, but what is most meaningful to the people of the region will be what counts.

People invariably want five fundamentals that support the basics of life, roughly in the order in which they are listed below. These are similar to the Treasury's Living Standards Framework<sup>3</sup> and we have adopted them as guidelines for this Plan:

- **Employment** – not just jobs, but also opportunities for improvement and advancement.
- **Income** – sufficient family income to maintain a good quality life and which is not too disruptive of family values to earn it.
- **Housing** – a warm, dry, secure and affordable living environment, with easy access to employment.
- **Skills** – skills build up into capabilities and into careers. Skills are part of identity and confidence.
- **Vibrancy** – a work, social, cultural and community environment that has variety, dimension and interest, with access to facilities, amenities and experiences.

### What would the Wellington region of the future look like?

Understanding where we see ourselves 10, 20, 30 years into the future is critical for building the right path to achieving our goals. Through extensive workshops and discussions in the process of developing this Plan we have been able to distil down some qualities that people see as important for the region.

Wellington is already seen as a leader in urban form<sup>4</sup> however, to achieve the vision and desired future the following areas will need to be underpinned by an integrated system of transport and urban development with a strong environmental and resilient culture. Only then will these areas drive the growth and development of the region's economy.

#### Hub/satellite

The knowledge-based growth industries may partly be hubbed out of Wellington City with potential satellite activities around the region. For example, technology-related industries are growing quickly in Lower Hutt, Porirua and the Wairarapa.

Technology practices can be applied to traditional industries in other parts of the region, for example, added value food industries proposed for Wairarapa will draw on technology and digital skills. Enhancements in the tourism and visitor industry will do the same across the region.

#### Enterprise economy

Small and medium-sized enterprise growth is closely aligned with innovation. The development and particularly the extension of enterprises into mid-sized entities should be a focus right across the region, as this will increasingly become the foundation of the whole regional economy. A network of business development services may in its early stages rely on the expertise available in WREDA and Creative HQ, but as the satellite operations emerge they will gain their own identity and momentum.

#### Knowledge and skills centre

The Wellington region is already a strong centre for knowledge and skills, both traditional and new and its trajectory is to become stronger. These skills need to be flexible and transferable and able to be evolved as requirements change with technology. Wellington needs to continue to lead the pack as a learning centre.

<sup>3</sup> <https://treasury.govt.nz/information-and-services/nz-economy/living-standards/our-living-standards-framework>

<sup>4</sup> PWC – Competitive Cities: A Decade of Shifting Fortunes 2019

### **Cultural and creative centre**

The region needs to be able to meet more than the employment and living needs of its residents. Culture, arts, heritage, sport and recreation are all part of the mix. Wellington is renowned for its cultural life and further evolution of this characteristic has been designed into the regional picture.

### **Changing nature of work**

A number of trends are driving the changing nature of work, including technology, digital and the internet. It is likely that operating businesses or organisations of any sort may become increasingly desirable from remote locations. Outworking options may emerge. For example, outworking centres in places like Masterton, Greytown, Martinborough, Paraparaumu and Upper Hutt may become an option for people whose primary job location is inner city Wellington. They may operate from these outworking centres for a day or two a week, or perhaps even a whole week, coming into the city from time to time for direction and engagement with colleagues.

These outworking centres may be associated with business development services and facilities to gain advantages from co-location and collaboration. They also have the potential to build connections between individuals, private enterprises and the public sector – they could help diminish siloes and generate business activity clusters

There is already strong evidence of this type of thing happening. Shared ‘co-working’ spaces are springing up around the city and the wider region in places such as Carterton, Porirua, Petone, and Johnsonville and within the Wellington inner city. Several of these have already extended into business networking and capability-building. These will need to be supported to achieve critical mass.

### **Advanced skills**

Attraction of talent and the development of specialist skills matched with the growth sectors of the modern economy will be vital to success. The ability to distribute skill development across the region and directly associate with growth businesses will be important.

The economy will require a dynamic approach to skills acquisition and enhancement. Over-reliance on pre-entry training will be replaced with in-service, on-the-job training and micro-credentialing suited to fast moving and evolving industries. The acquisition of skills needs to be addressed at a region level, not in isolated pockets.

### **Public and private**

An enterprise and innovation ethos would become an active part of the public and community sectors and would be a strong reason for the retention of these services in the region. The Wellington region of the future will have a greater depth of labour market and labour skills than equivalent parts of the country, giving it a natural advantage.

A strong association with enterprise in both the public and private sectors is likely to stimulate greater enterprise in the public sector, which has been a goal of public sector managers and leaders for some time. The recently started GovTech programme led by Creative HQ is an example of how to develop innovation in the public sector and is gaining international recognition.



## Outcome: Developing new housing supply and contemporary urban form

### Outcome sought

Their house and living environment are arguably the focal point of most people's lives. Similarly, housing is the key integrating factor in this Plan. The connection between transport is critical and in a zero-carbon future will become more so. Resilience in the form of protection from natural hazard and climate change events such as earthquakes, storm surge, flooding and sea level rise is vital.

The connection with the knowledge-economy is very important as lifestyle and quality of life are key factors in attracting the people to Wellington who are going to populate our growth sectors. Housing development allows people to select the housing option most suited to their requirements and circumstances.

The housing outcome sought in this Plan is increased quality housing supply in the context of integrated urban form. Housing and living circumstances are arguably the single integrating factor with all aspects of the Plan. People satisfied with their living situation will be strong contributors to the economy and community.

### Opportunity

Tight integration between housing, urban form, transport and economy opens up new opportunities. The opportunities lie much less in the suburban outward expansion of the past and much more retrofitting 'brownfields' developments with a strong emphasis on lifestyle and community and adjacent workplaces.

This brings both challenges and opportunities. It would include initiatives with the Ministry of Housing and Urban Development, Housing New Zealand and KiwiBuild with an emphasis on housing provision. It combines housing with transport and economic concentration. Proposed precinct initiatives focus on housing those people who will drive the emerging knowledge-based Wellington economy of the future.

To maintain and extend Wellington's position at the leading edge of technical and creative industries, the region needs people and especially those with relevant skills. People need to be properly housed in positive communities so that they can be productive and live satisfying lives.

It is estimated that the Wellington region is currently short of between 4,000-5,000 homes and this number is gradually increasing. The largest shortage is in Wellington City, but pressures are growing in other parts of the region. The threat is not just shortages of houses per se, but shortages of affordable houses, especially for young families who are the future of the regional economy.

If a high population growth scenario is applied, then something in the order of 56,000 plus new housing units will be required across the region by 2043.

There is international competition for talent. The Wellington economy is highly talent-dependent and needs to optimise its chances of attracting and retaining talented people by offering a positive combination of jobs, living circumstances and lifestyle. With property values rising across the region people in their early career are being driven out of the city to the fringes and beyond. The opportunity is to reverse this trend.

### Background information

With limited space in the Wellington region, housing will be more intensive and more closely linked to transport corridors, especially public transport. It also makes sense to utilise existing infrastructure (the three waters) in established areas wherever possible.

A particular initiative is the precincts approach. This involves taking areas of our cities that require urban design improvement and doing it in a systematic way with an eye to the requirements of the future. This includes consideration of population increase, prevention of urban flight, fewer cars and greater reliance on public and active transport, and an enterprise economy made up of small to medium high technology and innovative enterprises. Precincts would be innovative types of working and living environments and the region would be a leader in this type of development.

It is also an opportunity to partner with Government in a variety of ways to address the housing shortage and provide better quality affordable and social housing in established communities around city centres rather than at the extreme fringes, which is a developing trend.

House and community design needs to be of a quality that avoids any tendency towards the ghettoising of precincts and other development areas across the region.

Design principles for both new and current housing include:

- Housing our people; building communities
- Modern design in living environments
- Connection to transport corridors
- Environmental considerations
- Regional lifestyle extension
- Proximity of living and work

The population figures presented in this Plan are based on the high scenario from StatsNZ subnational population projections for the Wellington region. These project the region's population increasing from an estimate of 521,500 in 2018 to 650,000 by 2043. This implies an average annual growth rate of 0.9 percent, which is the same pace of growth experienced in the region since 1996. What is important to note, however is that the last couple of years have seen double that growth (2016-1.6%, 2017-1.8%, 2018-1.5%) with a much larger number of people coming into the region.

Our economic projections suggest that the region's population growth will be more in line with the StatsNZ high growth projections than the medium growth projections. Economic and social trends are likely to favour economies like Wellington, in particular through:

- accelerating urbanisation;
- high agglomeration returns for CBD based economies;
- favourable growth prospects for industries that utilise information technology, and,
- increased globalisation of service-based industries.

As a result, projections based on GW's Wellington Regional Economic Forecast Model suggest that by 2048 production in the region will increase from 13.7 percent of national production to 14.0 percent and from 11.5 percent of national employment to 11.9 percent.

The region is already facing challenges such as:

- Slipping into a housing deficit situation, with over 5,000 houses short regionally and rising
- The flight from the central city and, to a lesser degree, the regional city centres is gathering momentum as a result of increased house prices
- The complexities of housing provision and improvement of urban form and infrastructure are increasing, with insufficient tools to manage and fund these developments

In other words, a key challenge for the region will be to be prepared for continued population growth and not scare it away with unaffordable housing. This leads to many of the proposals presented in the Plan:

- the use of housing precincts to encourage more intensive housing development
- initiatives to enhance the liveability of the region
- enhanced multi-modal transport infrastructure as even with a large proportion of population growth expected in Wellington City, a 50 percent increase in daily commuter flows into Wellington City is expected over the next three decades

### Actions/focus areas

The scale of the change required is only possible in partnership with Central Government.

This section identifies the key focus areas in the housing and urban form action area and reflects on the application of the partnership with Central Government in each of these areas.

#### **FOCUS AREA 1: DEVELOPMENT OF A REGIONAL GROWTH FRAMEWORK**

Over the next 30 years the region is expecting 48,000 – 58,000 new houses to be built, however, to ensure the future growth is linked with transport and environmental analysis and leads to economic opportunities we will need to take an integrated and spatial approach.

Developing a regional growth framework approach will encompass many of the actions identified in this Plan but will delve down into the actions required to affect change. The focus will be at a regional-scale and will provide the evidence base and guide the 30 plus year vision for the region.

Central government will be a key partner. This work will dovetail into their own Urban Growth Agenda – a programme that aims to remove barriers to the supply of land and infrastructure and make room for cities to grow up and out. It will emphasise making better informed decisions and align planning and investment to be much more responsive to growth.

The growth framework will support the spatial elements likely to be required through the National Policy Statements on urban development and fresh water quality as well as the requirements for regional land transport plans to build in spatial elements to show how they support growth and enable urban development.

Project	Lead Agency	Key partners	Linked projects/initiatives
Development and implementation of a regional growth framework in partnership with central government, iwi and the private sector.	Councils	HUD, NZTA	LGWM Riverlink Precincts Greenfield

### Investment required

It is important for the success of this work that the investment comes from across the region as well as other key stakeholders. There will be a considerable time and information collection element to the work as well as investment in people.

### Return on Investment

A programme of projects to resolve growth issues and other challenges including relevant analysis.

## **FOCUS AREA 2: AN URBAN DEVELOPMENT AUTHORITY MODEL**

To deliver our Plan we will need to achieve substantial redevelopment in the CBD and many of our regional centres. Major housing and transport infrastructure will require substantial property acquisition and offers the opportunity to redevelop the remnant land to maximise the benefits. Achieving better quality housing, particularly more intensive housing will require new models to be developed and property to be amalgamated. Redeveloping sites where there are earthquake prone buildings or where land remediation is required can have additional risks that need to be mitigated. This requires a new model of working. Accessing UDA powers is the key to having more houses to be built sooner by enabling major urban regeneration, greenfield developments and multi modal transport development, such as through LGWM, Riverlink and Lincolnshire Farm.

We fully support the Government's Urban Development Agency coming into force. To get more houses built sooner, we would like an urban development vehicle that can be scaled appropriately with different partners for different projects. The powers that will be required should include planning and compulsory acquisition powers to unlock land for development, ensure streamlined consenting processes, and provide more certainty for the Government and Councils around housing timeframes and quality housing outcomes.

Integrating with LGWM will ensure that urban development is joined up with the investment in transport infrastructure such as mass transit, public transport improvements and tunnelling that will unlock development potential, and three waters infrastructure which meet the requirements of the National Policy Statement for Fresh Water Management. In addition a key part of the transport strategy for the region is to try and locate more people in closer proximity to where they work through precincts. This will involve creating better inner city neighbourhoods that are supported by good walking and cycling connections as well as public transport investment.

We would like UDA delivery vehicles with joint sponsorship, governance and operation to enable partnership models between MHUD, NZTA and relevant councils. We are prepared to invest for a return and see future dividends reinvested into development and infrastructure projects.

Project	Lead Agency	Key partners	Linked projects/initiatives
Creation of a tool box of regulations and funding tools at the regional level/scale to facilitate housing development in all contexts.	Councils and their housing CCOs	HUD	LGWM Riverlink Precincts Greenfield

#### Investment required

It is envisaged that time will be required to assemble the regulatory and institutional arrangements to get the UDA powers in place and begin to design their application. It is therefore imperative that work on this capability commences quickly. It is envisaged that the Wellington region, like other regions, will require bespoke practices to enable it to achieve its goals. Design of these practices through a Government partnership is essential.

#### Return on Investment

What we offer in return for these powers and partnership vehicle is the ability to assist in the delivery of new housing to support government's flagship KiwiBuild programme. Government has set an ambitious target of 100,000 new homes in ten years. A partnership with local government could meaningfully assist with this housing target by offering project partnership funding, land-holdings, and local expertise to deal with local issues.

- Support and make use of strategic sites across the Wellington Region
- A dedicated function to achieve outcomes

### **FOCUS AREA 3: SOCIAL AND AFFORDABLE HOUSING PARTNERSHIPS**

The need for more Housing New Zealand (HNZ) social housing across the region is urgent. Councils have a role to play in identifying Crown or Council owned land which could be used for social housing developments. Where these developments occur, there is a preference that they be mixed tenure including affordable and market value properties as well. Where councils are looking to intensify developments we would maintain the current number of social housing properties even if the proportion drops. Ideally, however, we would be increasing the amount of social housing – HNZ and Council housing – across the region. To increase fairness across housing providers, the Income Related Rent Subsidy (IRRS) should be made available to council tenants.

Discussions between councils across the region and HNZ are already taking place and will be ongoing. The recent announcement between the Government and Porirua City Council of 2,900 renewed and new state houses – a 150 net increase in public housing, and around 2,000 affordable, KiwiBuild and market homes is an example of what is possible. There are further opportunities for such development in Masterton, Naenae, Kāpiti, Grenada and Strathmore.

The opportunity is to comprehensively redevelop HNZ housing stock in areas where they are concentrated, and on average double the density of these communities to deliver a mix of social housing, KiwiBuild housing and private market housing. This is directly targeted to meet the housing and social needs of low socio-economic families and individuals. The requirement for this provision will grow proportionately with the population.

Most Wellington councils are looking at developments in the middle-income bracket. These may involve small and medium sized groupings of houses where the blocks and barriers to development can be broken down with the assistance of KiwiBuild resources and expertise. The key impediment is market risk, with developers reluctant to build new typologies or cheaper houses because their profit

margin is lower than it is on more expensive houses. There are also challenges in the upfront cost of infrastructure. A Government partnership can help minimise those risks.

Project	Lead Agency	Key partners	Linked projects/initiatives
Identification of land that is owned by HNZ, councils and/or iwi and look to increase the provision of affordable housing. Provide incentives to councils and NGOs to build and manage social housing.	Councils & HNZ	MSD, Developers, Builders	Regional Growth Framework Precincts Greenfield
Identification of priority areas across the region that can support the KiwiBuild programme Identify viably sized packages of houses for development	Councils	Developers, Builders, KiwiBuild	Regional Growth Framework Social Housing Precincts Greenfield UDA

#### Investment required

This requires both a partnership and new thinking around the spending and development of social housing. Wellington is a significant investor in the social housing market and it is essential that HNZ works closely with the region to understand the opportunities. To solve some of the housing shortages in this area (and that of affordable housing) there must be new thinking around building the community and urban form that the region desires.

#### Return on Investment

Supporting not only the desire of the Wellington region to provide housing for all but also the aspirations of central government to enable housing for all.

### **FOCUS AREA 4: CONTEMPORARY LIFESTYLE PRECINCTS**

This involves taking areas of our major cities that require urban design improvement and doing it in a systematic way with an eye to the requirements of the future. This includes consideration of population increase, prevention of urban flight, fewer cars and greater reliance on public and active transport, and an enterprise economy made up of small to medium high-technology and innovative enterprises. Precincts would be innovative types of working and living environments and Wellington would be a leader in this type of development.

These precincts are a highly designed combination of economic, lifestyle and housing dimensions designed to support the future population and economy in the context of quality lifestyles. They are well connected to current and planned transit routes so as to enable a greater focus on public transport.

Precincts are not cookie cutter developments; rather, they leverage distinct economic strengths in each area and vary not only by type but also in size.

Providing housing and jobs close to public transport, shops and services, makes life more convenient and enjoyable and reduces traffic congestion. Providing a range of housing types helps people live close to family and friends, no matter what their life stage.

Quality of place is an important attractor for talent, particularly for creative workers. Precincts support an environment of connectedness and enable diversity, which is a hallmark of success for urban economies.

Precincts are potential engines for sustainable development since they embrace residential and employment density via the strategic use of transit and provide the opportunity to turn streets and parks into living labs to test cutting edge sustainable projects in partnership with technology firms and entrepreneurs.

To make precincts successful we need to look at a number of key areas:

- **Critical mass:** Does the area under study have a density of assets that collectively begin to attract and retain people, stimulate a range of activities and increase financing?
- **Competitive advantage:** will it leverage and align its distinctive assets, including historical strengths to grow firms and jobs in the district, city and region?
- **Quality of place:** Does the precinct have a strong quality of place and offer quality experiences that attract other assets, accelerate outcomes, and increase interactions?
- **Diversity and inclusion:** Is the precinct an economically diverse and inclusive place that provides broad opportunity for city residents?
- **Collaboration:** Is the precinct connecting the dots between people, institutions, economic clusters, and place creating synergies at multiple scales and platforms? Collaboration also relates to developing synergies at multiple business scales and by various platforms<sup>5</sup>.

Project	Lead Agency	Key partners	Linked projects/initiatives
<b>Hutt City – RiverLink development</b> The RiverLink project will deliver better flood protection, better lifestyle and improved transport links for the people of Lower Hutt. This precinct is a complex proposition. It not only involves bringing people back into the CBD fringes to live and thereby adding life and vigour to the central city, but it also involves relocation of Melling Station to better service the CBD and river management at a vulnerable point in the flood defences on the Hutt River. The precinct allows for the development of knowledge-intensive industries in the Hutt and is only a short distance from Gracefield, which is a proposed innovation centre.	HCC	GW, NZTA	UDA Petone to Grenada Cross Valley Connection Riverlink (Melling interchange/Flood Protection) Regional Growth framework
<b>Wellington City – Te Aro, Mount Cook and Adelaide Road</b> This precinct is essentially a redevelopment area of the city. It already has a mixture of uses including commercial, residential and	WCC	GW, NZTA	UDA LGWM Regional Growth Framework

<sup>5</sup> Wagner & Storrington - 2016

Project	Lead Agency	Key partners	Linked projects/initiatives
<p>educational. Its advantage is that it is close to the city and knowledge-industry enterprises are already locating into the area as are student facilities. It is also an area where there are earthquake-prone buildings that will require redevelopment and in some cases, demolition.</p> <p>Because it is a redevelopment area it will have all the challenges of property acquisition and amalgamation and allocation of open spaces which will likely require consenting and financing arrangements that are not easily undertaken under current regulation. This brings into play the proposition of a UDA of some sort.</p> <p>Benefit of providing relatively affordable housing near the city and the co-location with growth industries for the city, the population of such a precinct will provide the passenger volume to support the light rail proposal. A co-benefit is earthquake recovery.</p>			
<p><b>Other potential precincts</b></p> <p><b>Porirua</b> The opportunity to develop the downtown area of Porirua City and other areas that are oriented around transport hubs.</p> <p><b>Paraparaumu</b> Building on the development of the expressway and future growth in Kāpiti.</p>			<p>Regional Growth Framework Social/affordable Housing UDA</p>

#### Investment required

- NZTA commitment to the Melling Bridge - joint consenting, design and then funding
- upfront infrastructure development in roads and public transport (LGWM)

#### Return on Investment

- integrated urban design
- supports population growth



**FOCUS AREA 5: GREENFIELD**

The development of new areas across the region will be an important consideration in providing for a growing population and intensification options in existing urban areas are exhausted. However, our focus needs to be on new forms of greenfield taking into account environmental, transport and key infrastructure issues and opportunities – in other words – good urban design.

Project	Lead Agency	Key partners	Linked projects/initiatives
To accommodate the projected population increase, greenfield developments will be required throughout the region. This Plan assumes that priority will be given to precincts first to take advantage of the economies of areas which are already served or partially serviced by infrastructure. The work emerging on the NPS-UDC will inform the investment required in existing and potential infrastructure.	Councils	Developers, Builders	Petone to Grenada Cross Valley Connection

Investment required

- support to create new forms of urban design
- upfront infrastructure development in roads and water

Return on Investment

- Greenfield developments are lower priority as a result of their lower return on investment as development costs are high.

## Outcome: Accessing opportunities through transport

Wellington's hilly, river and sea-lined geography has determined how our region has formed and where transport linkages were first established. These early routes continue to influence the transport planning efforts to shape the region, but the region has grown and evolved. More growth is expected and more change is necessary. The capacity of the transport network to meet both current and future demands is already limited and decreasing.

Geography also influenced the location of central government, its ministries, agencies and numerous associated economic activities. Coupled with the location of the port, inter-island ferries, universities and other regional institutions, this has led to the concentrations of jobs and the daily movement of workers from the wider region to the Wellington CBD.

Commuting times through the region to Wellington are getting worse. Morning peak-hour drivers to Wellington can spend 72 percent more time in traffic, an extra 20 working days a year. This is the worst morning commute in the world for a city of our size, and this is impacting on the region's productivity.

Transport provides the arteries that enable the exchange of goods, services and people between the diverse parts of the city-region. It enables higher levels of productivity with greater efficiency of the availability of resources. Regions that have effective and efficient transport do well and generate the confidence of residents.

### Outcome sought

The opportunity is to design the multi-modal transport system for the long-term future of the region. Providing an integrated approach to development through urban regeneration and design to ensure that transport systems are well connected and support quality of life and the environment.

### Background information

The priority focus in the Plan is on access to the Wellington CBD and intra-regional connections. Key centres and employment hubs in the region must be accessible to major population centres.

#### Design principles

- Thinking well beyond the present
- Bringing all parts of the region into the mainstream economy
- Improving regional productivity
- Trending towards carbon zero
- Rebalancing modes of transport to prioritise active and public transport

### Opportunities

The synergies between transport and housing are strong. Multi-modal transport associated with housing areas and precincts will be important and access to transport corridors will be a vital consideration in the location of new housing areas. There are also strong resilience co-benefits through providing more secure routes and alternatives to access parts of the region post a major hazard event. Obvious projects are the Ngauranga to Petone cycle-way, Petone to Grenada and the Cross Valley Connection. Most importantly, transport will encourage the free-flow of people and resources around the region to support a modern concentrated economy. If concentration means congestion and paralysis, we have failed. This challenge cannot be over-estimated.

## Actions/focus areas

The projects in this category are major by any measure. They are also highly complex and, in some cases such as the proposed mass transit as part of LGWM, they are projects that have limited precedent in New Zealand.

### **FOCUS AREA 1: LET'S GET WELLINGTON MOVING**

Wellington's transport network has reached capacity at certain times of the day and week and with significant growth this could be exacerbated. There is a lack of space to increase road capacity and a need to shift travel to other modes (public transport, walking and cycling). The increasing role of Wellington City as an economic powerhouse in the region with greater concentration of population in and around the central city means solutions to the current challenges are vital. There is also a major opportunity to shift patterns of travel to more sustainable modes and reduce the impacts of vehicles and emissions on the city.

Project	Lead Agency	Key partners	Linked projects/initiatives
<p>A comprehensive integrated programme of transport interventions that address transport problems, stimulate economic and housing growth and city-shaping opportunities</p> <p><b>Priority projects:</b></p> <ul style="list-style-type: none"> <li>○ Comprehensive walking networks and connected cycleways.</li> <li>○ Significant improvements to public transport, including routes from the north, bus priority through the central city and key suburban routes</li> <li>○ Road pricing – to incentivise sustainable transport options</li> <li>○ High capacity mass transit from the central railway station to the regional hospital and international airport</li> <li>○ Basin Reserve – easing the bottleneck for traffic moving east of the city and to the airport.</li> <li>○ Duplication of the Mt.Victoria tunnel to provide enhanced access to the Internal Airport and eastern suburbs.</li> </ul>	WCC, GW, NZTA	Government	<p>UDA</p> <p>North/South multi modal transport spine</p>

#### Investment required

- Commitment to long term funding
- Long term partnership with NZTA

#### Return on Investment

- Supports growth across the city
- Reduction in emissions
- Integrated urban design

## FOCUS AREA 2: NORTH/SOUTH SPINE

This spine refers to the backbone running north from Wellington City and splitting at Ngauranga to the northwest and northeast corridors. This is the spine that connects the region. Current road projects at the north end of the northwest spine are significantly enhancing access. Current priorities lie primarily in the northeast spine.

Project	Lead Agency	Key partners	Linked projects/initiatives
<b>Priority projects:</b>			
○ Rail track network upgrades – this is especially from Upper Hutt to Wairarapa.	KiwiRail	NZTA, GW	LGWM
○ Ngauranga to Petone regional cycling route – this would be both a commuter and recreational route and most importantly it has a resilience purpose in protecting the rail and road arteries from sea damage.	NZTA	HCC, WCC, GW	LGWM
○ Melling Interchange – a significant part of the Riverlink project aimed at improving the resilience, accessibility, efficiency and safety of the Melling intersection.	NZTA	HCC, GW	Riverlink, LGWM
○ Rail capacity improvements – increased population will result in significant increases of commuters by as much as 25% on the Wairarapa line and over 50% on the Kāpiti line. This will require additional rolling stock and system improvements.	KiwiRail	GW	LGWM
○ New rolling stock – enable an increased Lower North Island Commuter Service (Wairarapa and Manawatū).	GW	NZTA	LGWM

### Investment required

- Commitment by KiwiRail to upgrade tracks and capacity
- Long term commitment to rail
- Support in the development of the Wairarapa and Palmerston North routes to ensure rolling stock is fit for purpose and provides long term outcomes.

### Return on investment

- Reduction in emissions
- Support population growth across the region
- Freight link improvements
- Lower North Island triangle connection
- Provides additional capacity on the Metro network and additional resilience (dual power trains could operate even if electricity is off)

### **FOCUS AREA 3: EAST/WEST CONNECTORS**

While the north/south spine is the priority, a connected region requires a major east/west connector. The connector is made up of two links – Petone to Grenada and the Cross Valley Connection to Seaview. The Cross Valley Connection has been given a second order of priority which means it is further back in the investment plan time schedule, but this should not imply that it lacks importance.

Project	Lead Agency	Key partners	Linked projects/initiatives
<ul style="list-style-type: none"> <li>○ <b>Petone to Grenada</b> This is a project with multiple co-benefits. Wellington clearly lacks adequate east/west connection between its northeast and northwest spines. This project will address this and will:               <ul style="list-style-type: none"> <li>● Enhance resilience by providing access from the lower Hutt Valley to Porirua and vice versa</li> <li>● The road will open up a potential Greenfield housing area relatively close to the central city, though slightly removed from transport corridors.</li> </ul> </li> </ul>	WCC, HCC, PCC	GW, NZTA	Greenfield housing development
<ul style="list-style-type: none"> <li>○ <b>Cross Valley Connection - Petone to Seaview</b> This project also has multiple co-benefits. Whilst its primary purpose is to open up the eastern valley for housing development, especially North Wainuiomata, and improve access to the Hutt City Centre, it will also replace the Petone Esplanade as an access way to Seaview. There are serious resilience concerns with the esplanade.</li> </ul>	HCC	NZTA	

#### Investment required

- Commitment to the investment in east/west connector roads to unlock housing potential and build resilience across the region.

#### Return on investment

- Builds resilience across the region, both day to day and in a natural disaster
- Improved travel times for businesses and therefore increased efficiency
- Reduced emissions (reduced travel time and improve multi-modal options)

#### FOCUS AREA 4: INTER-REGIONAL CONNECTORS

Project	Lead Agency	Key partners	Linked projects/initiatives
<p><b>High priority project:</b></p> <ul style="list-style-type: none"> <li>Multi User Ferry terminal There is a need to expand and modernise the ferry terminal facilities as a result of both transport and resilience considerations. Questions remain about location – Kaiwharawhara and Kings Wharf options are being explored. Road improvements would also be required. The ferry is fundamental to the visitor aspect of the region’s economy and is a vital link for freight which makes it a high priority.</li> </ul>	CentrePort, GW	NZTA, WCC, Bluebridge, Interislander	North/South multi modal spine , LGWM
<p><b>longer term priority:</b></p> <ul style="list-style-type: none"> <li>Airport runway extension This is a big ticket item and a major piece of engineering. Its long term importance is largely unquestioned because as the local economy expands, international access will become more important. At present, the justification lies more in tourism than general commerce and government. There are limited co-benefits when compared to other projects</li> </ul>	Airport	WCC, Government	LGWM

#### Investment required

- Commitment and partnership across agencies to ensure not only the new terminals but also the roading investment that will be required to go with it.

#### Return on investment

- Provides a core transport link and resilience in connection in and out of the region for both freight and visitors

## Outcome: Building a modern-low carbon high enterprise economy

It is the economy that is central to this Plan and which has an important driving role for other elements of the Plan. The link with housing is strong, especially the precincts, as this housing provides accommodation for workers generally, but especially knowledge-workers, and is a major consideration in lifestyle driven decision-making. The link with transport is vital with the need for goods, services and people to move around. If the knowledge-economy is to flourish not just in the city but also the broader region then the halo effect of the concentrated industry in Wellington City is strong.

### Outcome sought

Build a future-proofed low-carbon and future-focused knowledge-based economy with a clear position in the nation and the world.

### Background information

Wellington has had the constant of Government, often providing the backdrop for other industries. The Wellington technology economy owes much of its existence to servicing the needs of Government and that has provided it with the foundation on which to build a broader capability with greater reach into the national and international economy. The knowledge intensive sector which stretches from creative and technology to education and training is now a strong growth industry of the future.

In addition, Wellington has also become a creative centre for film and media, and despite considerable international competition, it has been able to hold its own and expand significantly. New Zealand is rich with film locations and now has an international reputation for its film making skills.

### Design principles

- Regional concentration
  - Regional specialisation
  - Public/private integration
  - Greater integration of business development efforts
  - Greater connection and networks
  - Development of the regional ecosystem
- The Wellington economy is developing well, especially in recent years, but support is required to keep it at the innovation frontier, which it must do if it is to gain the best from this investment strategy
  - The development of the whole regional economy is important and while traditional industries will be important, technology will be vital to their success
  - The single greatest barrier to progress appears to be talent and skill shortages. These need to be addressed directly
  - Another barrier is the availability of investment for new ventures and to extend existing ventures

### Opportunities

The region can continue to evolve and increasingly become known as a modern enterprise economy. The challenge is to become enterprise, not just in name, but in nature, and that will require fostering the local enterprise culture.

## Actions/focus areas

### FOCUS AREA 1: KNOWLEDGE AND SKILLS FOR THE FUTURE

Across the board of vocational skills, the Wellington workforce is well qualified by national comparison. For the region to lead in the technology, creative, science and professional services sectors and to have a strong innovation focus, the identification, recruitment and development of talent is even more important. The future workforce for the region (and NZ) will need to be more agile; have the ability to understand and work on new exponential technologies and understand the impact that automation will drive across the economy. Talent enhancement is an area of strategic action. In this respect, a package of programmes is envisaged with a need to build the suite in greater detail.

Project	Lead Agency	Key partners	Linked projects/initiatives
Workforce development plan – understand the full needs of the regions employers and how the education and training systems will support their needs.	WREDA	GW, WRS Office, Chambers of Commerce	Skills plan, Māori economic development plan
Skills development and action plan – building support for lifelong learning and development. Ensuring the systems are in place to support not only young people into jobs but career transitions and aging workforce development – life-long learning.	GW, WRS Office	TEC, NZQA, Tertiary sector	Workforce development plan, Māori economic development plan

#### Investment required

Investment is required to ensure we have the right systems in place to meet current and future skill development. We are rapidly moving further into an area of technology never seen before. The speed of change means workforces must develop to keep up but this needs to happen in an agile way so that businesses at the forefront of research and technology have the skill base to continue to grow.

Strong partnerships with education providers, business and intermediaries are a prerequisite to making this happen. Systems at the national (and regional) level need to change and evolve to meet the needs of the future, not just be based in historic ways of doing things.

#### Return on Investment

- Focused approach from all parties
- Improved productivity as digital penetration increases
- A workforce that is able to keep up with the changing face of work and therefore less reliant on benefit payments
- The Wellington region workforce at the forefront of developing and working on new technologies

### FOCUS AREA 2: ECONOMIC AND BUSINESS ACCELERATION

There is an active infrastructure of business development in Wellington City through successful organisations such as Creative HQ and Biz Dojo. In fact, Creative HQ is a national leader and is supporting services in other parts of the country. There are also business mentor and related services available in and around the city.



There are early stage business support entities in the wider region with incubator/shared space-type facilities in a number of places. However a comprehensive regional network focusing on all types of business development, but with specialist focus on knowledge-intensive industries, supporting the digitisation of businesses and enabling business to understand financing opportunities is considered necessary to drive future growth. This network would provide facilitation services to assist business clusters achieve growth. The facilitation service would build on existing services, encouraging partnership and joint ventures.

Project	Lead Agency	Key partners	Linked projects/initiatives
Support for scale-up or acceleration services - with specialist focus on knowledge-intensive industries. Priority for Wellington is to build scale into many of its enterprises so that they have the capacity for greater innovation and export success	Creative HQ	WREDA	
Facilitation of digital enablement acceleration - Productivity would be further enhanced by enterprises adopting greater technology enablement, not only in the more traditional areas of accounts and finance, but in marketing and distribution.	WREDA		
Business Finance – in the area of Venture Capital (Series A and B capital) there is a skinny market. Investigation is required into how to make this part of the market more buoyant and responsive in the Wellington region to fuel the development challenge	WREDA		

#### Investment Required

An ongoing and increased regional approach to development is essential.

#### Return on investment

- Improved scaling of businesses across the region
- Improvement of investment in innovation
- Business performance improvement

### **FOCUS AREA 3: MĀORI ECONOMIC DEVELOPMENT STRATEGY AND ACTION PLAN**

The Māori economy is important not only for Māori, but for the overall economic performance of the Wellington Region and New Zealand as a whole.

- Young, growing Māori population
- 58,332 Māori live in the Greater Wellington region, 12 percent of the population (2013 census)
- Nearly 60 percent of Māori are under 30 years old
- 16 percent of Māori living in the region mana whenua to the region

- Māori share of the working age population will grow significantly in the coming years.

Enabling and supporting a thriving Māori economy means whānau, hapū, iwi and Māori communities lead healthy and prosperous lives where their housing, employment, education, and health needs are met. There is a strong crossover with the housing and transport outcomes for the region, especially where there is displacement which has impacts on education, training and employment.

Building, in partnership, with iwi and mātāwaka a strategy and action plan to identify how to improve the performance and productivity of the whole Māori economy in the Wellington region and then support the delivery and actions where needed is essential.

Project	Lead Agency	Key partners	Linked projects/initiatives
<b>Vision and focus areas for Māori</b> how to: <ul style="list-style-type: none"> <li>• develop and add value to the iwi/Māori asset base;</li> <li>• encourage export opportunities for iwi/Māori companies;</li> <li>• build capability of iwi/Māori companies and collectively held assets;</li> <li>• increase labour market participation and employment rates and improve the quality of employment for Māori in the Wellington Region.</li> </ul>	Iwi, GW	Councils, WREDA, TPK, MBIE, MSD	Knowledge and skills for the future Visitor and tourism Housing

#### Investment required

The investment required to make this happen is a partnership with TPK, Iwi and the region. Commitment from all parties is essential to making sure the right outcome is delivered to support and drive the growth across the Māori economy. It is essential that key Māori concepts become embedded in service design and delivery.

#### Return on Investment

- Additional cultural dimensions to the region
- Strengthening of the destination definition and tourism offering
- Addition of undeveloped knowledge and skills to the economy
- Strengthening of Māori businesses

#### **FOCUS AREA 4: WELLINGTON AS A DESTINATION**

The region must increasingly become a destination in its own right, not only for tourists and visitors, but for residents, talent and investment. The visitor and tourism sector is of particular importance because of the benefits it provides to the region. It provides employment and attracts young people, business and investment to the region. It makes lifestyle activities and facilities economically possible that could not be sustained solely by the local population.

Project	Lead Agency	Key partners	Linked projects/initiatives
Wellington region destination strategy that answers the question why visitors, talent, business and students should come to Wellington and how we should project the tourism and liveability assets of the region.	WREDA	Councils, Tourism NZ	Regional Trails Convention Centre Indoor Arena Kāpiti Gateway
Regional trails development - the region contains some outstanding trail-based experiences and has the potential to significantly grow the use of outdoor trails and the opportunity to become a world-class trails-based destination offering outstanding experiences to a variety of markets. This includes the development of the Porirua Adventure Park, the extension to the Remutaka rail trail and the five towns' cycle trail.	WREDA	Councils	Regional destination strategy
Wellington Convention Centre.	WCC	WREDA	Regional Destination Strategy
Kāpiti Gateway – a regional, national and international attraction that leverages the unique environment of Kāpiti Island.	KCDC	Iwi, DOC, WREDA	Regional Destination Strategy
Wellington Indoor Arena – a 12,000 seat indoor sports and entertainment facility located in Wellington that keeps the whole region abreast of other centres. It could host up to 78 sport and entertainment events a year and would allow Wellington to compete for domestic and international events.	WCC	WREDA, Private sector	Regional Destination Strategy

#### Investment Required

The strength of this area lies in the coordinated approach to destination across the region. Partnerships and private investors will be required to enable many of the projects to happen.

#### Return on investment

- Wellington regional becomes a recognised national destination
- Wellington's reputation as an events centre is significantly enhanced
- Wellington's lifestyle values are seen locally to have significantly lifted

## **Outcome: Strengthening our resilience and reducing environmental impact**

Resilience is all about the capacity to respond to and quickly recover from adverse events. The principle of this plan is prevention. This involves redesigning and strengthening critical infrastructure to minimise damage and enable quick recovery.

### **Outcome sought**

Be seen as a region that is well placed for sustainable future growth.

### **Background information**

The threats to Wellington have become very real in the last few years with the series of serious earthquakes the region has experienced. This has highlighted the vulnerability of infrastructure, including buildings. In addition, there are threats of other types of event, such as floods and tsunamis.

The key to this area is in the art (and speed) of the recovery. As Wellington becomes a more concentrated economy it becomes more vulnerable. A major disruption in a fast-moving tech-based economy could have serious consequences for its ability to recover and regain competitiveness. A significant amount of time out of action could result in loss of momentum and other cities occupying Wellington's ground.

The Wellington Lifelines project details how investing in infrastructure resilience will reduce the national economic impact of a large Wellington earthquake by more than \$6b. In addition to the avoided economic losses, there will be significant social benefits achieved through Wellington's communities surviving and thriving after a major earthquake.

Many of the resilience projects are already on long term asset plans and have funding earmarked. The Lifelines study identifies that if the interdependent infrastructure projects are delivered in a priority order and accelerated, there will be significant benefits to Wellington and New Zealand's economy when an earthquake occurs.

The recent Kaikoura and Canterbury earthquakes demonstrated the need to build resilient infrastructure in our cities. Lifeline infrastructure organisations are key service providers to our cities and regions, and have a major role to play in minimising the impacts of hazard events.

Resilience in terms of disasters is not the only focus that we have as a region. The very real impact of climate change and water quality reliability that will sustain a growing population must be considered.

21 percent of all land in the Wellington Region (171,000 out of 813,000 hectares total regional area) is prone to erosion, currently in pasture and with no erosion risk treatment, i.e. trees. With current Greater Wellington work programmes around 500 hectares of the 170,000 hectares of erosion prone land is being treated – so it will take about 340 years to complete the erosion risk mitigation on high risk land across the region with existing work programmes.

The scope for riparian planting is also broad with thousands of kilometres of stream bank in the region that could potentially be planted.

The regional community and park visitors highly value the quality natural environments they find in the regions parks; it is a primary reason to visit, return and show them off to others. To support volunteer engagement and community stewardship, an Environmental Enhancement programme is run by the Regional Council which results in around 30,000 trees being planted across the parks network. While there

has been steady progress over time, at Queen Elizabeth Park alone there is an estimated planting “deficit” of almost 20 years before all the land that has been retired is planted.

### Opportunities

As a region we are well aware of the potential for disaster to strike at any time. The opportunity is for this to be mitigated by investing up front in areas that will enable a faster recovery after a disaster but also to ensure that as an economy we are future proofing our environment for the next generations.

### Actions/focus areas

The resilience programme has been developed by the Lifelines project and the contents of this section are largely drawn from that work and are set out in much more detail in the Lifelines report.

#### **FOCUS AREA 1: LIFELINES STAGE 1 (YEARS 0-7)**

Sequencing of the programme has been undertaken in such a way that resilience benefits were maximised through coordinated investments. The preferred programme assumes that all projects will be completed although in reality they will be implemented over many years.

In deriving the preferred investment programme, importance was placed on the number of interdependencies across lifelines. Road and fuel initiatives are the greatest enablers for other projects, and water, while critical itself, is most resilient on other lifelines. i.e. a resilient water distribution network may withstand the earthquake well, but it won't function if electricity isn't available to pump water.

Project	Lead Agency	Key partners	Linked projects/initiatives
<ul style="list-style-type: none"> <li>○ Seaview Wharf and Fuel Depot – this is Wellington’s primary source of fuel. The approach wharf is considered high risk and required seismic strengthening, together with the associated pipelines</li> <li>○ Central Park Substation – much of the supply of Wellington’s electricity comes through this substation. There is a requirement for mitigation around this sole risk situation which could be compromised by a natural event or sabotage.</li> <li>○ Water infrastructure – A viable alternative water supply achieved via the cross-harbour link</li> <li>○ New multi user ferry terminal and wharf strengthening – the impact of earthquakes on the port has been significant. Resilience requirements have emerged from these events to assist the Port recover quickly.</li> <li>○ Wadestown to Johnsonville – road access</li> <li>○ SH58 Haywards - improvements</li> <li>○ Taita Gorge - access and strengthening</li> <li>○ city/airport connection</li> </ul>	<p>CentrePort</p> <p>Electricity Companies</p> <p>GW, Wellington Water/Councils</p> <p>CentrePort, GW</p> <p>WCC NZTA HCC</p>	<p>HCC</p> <p>NZTA, WCC, Bluebridge, Interislander</p>	<p>Cross Valley Connection Petone to Grenada</p> <p>North/South multi modal spine, LGWM</p> <p>LGWM</p>

**FOCUS AREA 2: LIFELINES STAGE 2 (YEARS 8-20)**

Project	Lead Agency	Key partners	Linked projects/initiatives
<ul style="list-style-type: none"> <li>○ Cross Valley Connection</li> <li>○ Petone to Grenada</li> </ul>	HCC HCC, WCC, PCC	NZTA NZTA	
<ul style="list-style-type: none"> <li>○ Rail seismic upgrades – including slopes and structures</li> </ul>	Kiwi Rail	NZTA	
<ul style="list-style-type: none"> <li>○ Water infrastructure upgrades</li> </ul>	Wellington Water		

**FOCUS AREA 3: 1 BILLION TREES**

Project	Lead Agency	Key partners	Linked projects/initiatives
<p>Development of a long term regional plan for planting of trees to support our environment taking an integrated approach:</p> <ul style="list-style-type: none"> <li>○ Collaborative learning: The opportunity to link stakeholders from across a catchment including regional council, catchment communicates and industry partners.</li> <li>○ Integration of processes: The linking of natural processes with social processes. For example, the effect of increased planting within a catchment may reduce flood risk and increase community resilience.</li> <li>○ Building human capital: The opportunity for increased employment through planting and enabling of communities to take action to meet water quality and quantity limits.</li> </ul>	GW	All Councils Iwi PGF MPI	

**FOCUS AREA 4: WATER**

Project	Lead Agency	Key partners	Linked projects/initiatives
Development of resilient water systems for the Wairarapa Community Water Storage Scheme	Wairarapa Councils Water Wairarapa Ltd	GWRC  PGF	

## Delivery of the Plan and next steps

The Wellington Regional Investment Plan has a long term focus, over 30 years, to support a vision of being a progressive thriving region.

Discussion is already progressing on how we work together with partners (central government and iwi) on the development of an integrated growth management plan which extends this Plan to provide a greater spatial understanding of the region.

Some projects will happen through existing vehicles like the Wellington Regional Economic Development Agency (WREDA) or individual councils while others, like LGWM, will require a purpose led function set up due to the partnership model required to deliver.

### Implementation and investment partners

Making this plan work will require strong partnerships across multiple areas and organisations. Of key importance will be:

- Central government
- Local government
- Iwi
- The private sector
- Communities across the region

### Forums

- Mayoral
- CEO

### Funding

To achieve the outcomes desired throughout this plan it is essential that funding comes from a variety of sources. Local government cannot on its own drive the changes required. Partnerships across central government, industry and local government will be essential.

### Monitoring and Reporting

Measuring progress and identifying changes in the environment is necessary to ensure that we keep on track with the development and implementation of the plan. It is essential that the regions leaders continue to support and build upon what has been started and that partnerships continue to be developed in the right areas.

Keeping partners and the region apprised of momentum and where issues arise is critical to successful buy in and ongoing support.

## Appendix 1- About the Wellington Region

### *Economic and population forecasts*

The outlook for the region economy and population is prepared with the use of an economic model developed at the Greater Wellington Regional Council<sup>6</sup>. The model uses a mix of principal component and regression techniques to link key macroeconomic indicators (e.g. inflation, interest rates, unemployment, the exchange rate, business profitability etc.) to prospects for individual industries. The approach produces forecasts for individual industries that account for the recent performance of the industry, the impact of key macroeconomic influences on performance in that industry, and is also constrained to ensure that the sum of production in all industries equals forecasts of overall economic activity. Forecasts of employment in individual industries are derived from the industry output forecasts and industry specific forecasts of labour productivity.

The model is structured around providing information about economic output and employment in 56 industries in 14 regions around New Zealand. Further disaggregation allows investigation of implications for the eight TAs within the Wellington Region as well as separating Christchurch City from the rest of Canterbury.

The economic forecasts presented here are based on a set of central projections for key national statistics including Statistics New Zealand's central (50<sup>th</sup> percentile) national population projections<sup>7</sup>.

Population projections for areas within the Wellington region are produced that are consistent with the economic outlook. In particular they account for the projected number of jobs in the region, expectations for employment rates and the number of children in the region (consistent with national trends). The spread of this population around different parts of the region are based on trend analysis of the propensity for people to live and work within the same TA within the region. In other words the population projections account for employment prospects in different parts of the region, the propensity for workers to commute around the region for work, and the associated proportion of non-working residents in each TA (e.g. children, caregivers, and the retired).

### *Māori in the Wellington Region*

**Table 2: Share of the population that identify as Māori in the Greater Wellington Region**

<b>Territorial Authority</b>	<b>Population</b>	<b>Share of population</b>
Kāpiti Coast District	6,198	13%
Porirua City	10,131	20%
Wellington City	14,433	8%
Lower Hutt City	15,876	16%
Upper Hutt City	5,337	13%
South Wairarapa District	1,254	13%
Carterton District	933	11%
Masterton District	4,170	18%
Wellington region	58,332	12%
<b>New Zealand</b>	<b>598,602</b>	<b>14%</b>

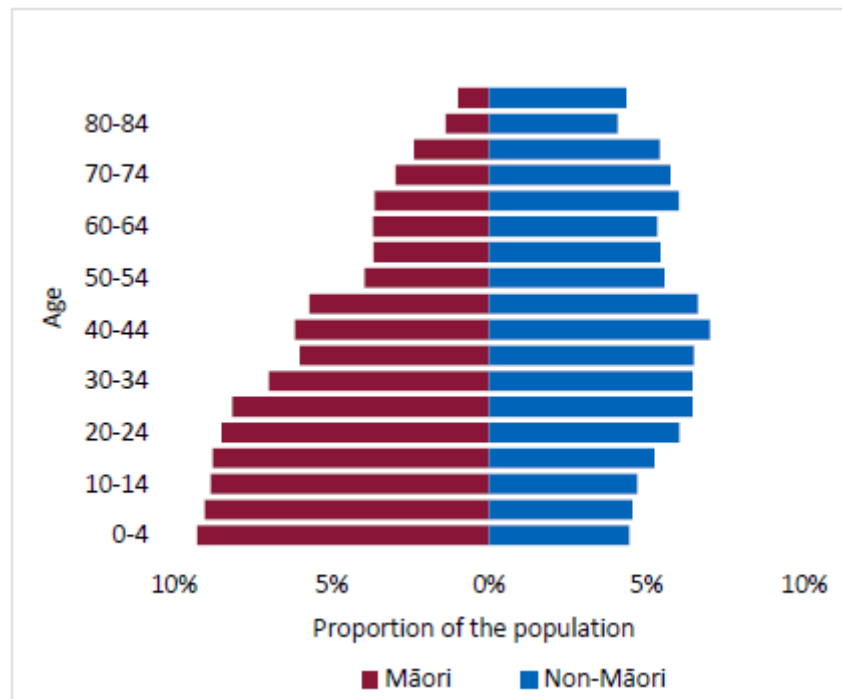
<sup>6</sup> Dave Grimmond, 'Wellington Region Economic Forecast Model: Method and Estimation Results' (Greater Wellington Regional Council, May 2017)

<sup>7</sup> <https://www.stats.govt.nz/information-releases/national-population-projections-2016base2068>



The Māori youth population is much larger than the Greater Wellington region average (Figure 6). At the last Census, 58 percent of Māori were under 30 years old, compared to 38 percent of the non-Māori population. Statistics NZ population projections for 2038 show that 53 percent will still be under 30 years old, which means the Māori share of the working age population will grow in the coming years.

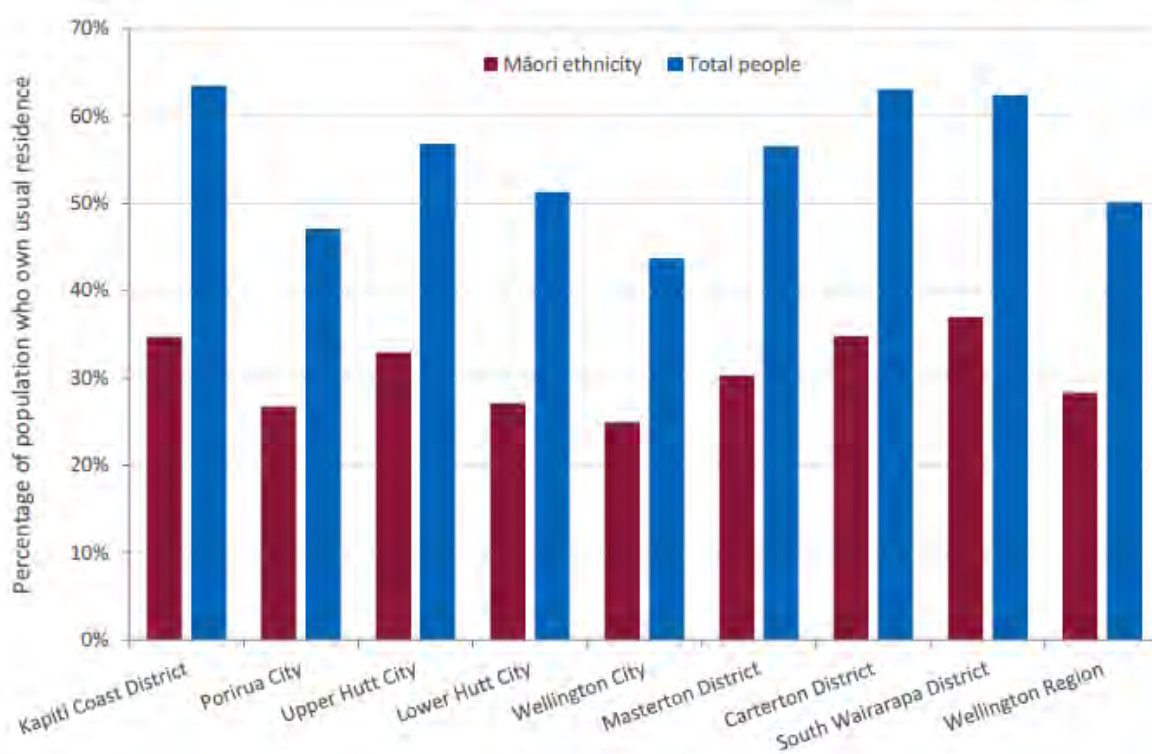
Figure 6: 2038 Population pyramid snapshot Māori vs rest of population in Wellington region



There is a current stark contrast between the proportion of Māori and non-Māori in high-skill jobs. For Māori, 30 percent are in high-skill jobs compared with 47 percent for non-Māori. Māori are relatively more concentrated in labouring, machinery operation and sales while non-Māori are relatively more likely to be managers or professionals.

In the Wellington Region, 28 percent of Māori own their own home, down from 29 percent in 2006. In comparison, the overall population of the Wellington Region has a 50 percent home ownership rate in 2013, as shown in Figure 2. For Māori and non-Māori, the Kāpiti Coast, Carterton and South Wairarapa Districts had the highest overall home ownership rates in 2013 across the Wellington Region.

Figure 7: Home ownership rates in the Wellington Region, Māori ethnicity and total population



For home affordability, Māori median household income in 2013 and 2017 has been compared to average house sale prices in 2013 and 2017 for the Wellington Region and the eight TAs within the region. By then dividing average house sale prices divided by median household income, a ratio can be estimated. This ratio can then be used to show if houses on average are becoming more or less affordable.

Table 2 shows that the Māori median household income across the Wellington region was \$51,400 and using Household Labour Force Survey (HLFS) data, it is estimated that in 2017 the Māori median household income would be \$55,800. This is a gain of \$4,400 or nine percent, across the four years.

Table 3: Ratio of average house sale price to median household income for Māori, 2013 and 2017

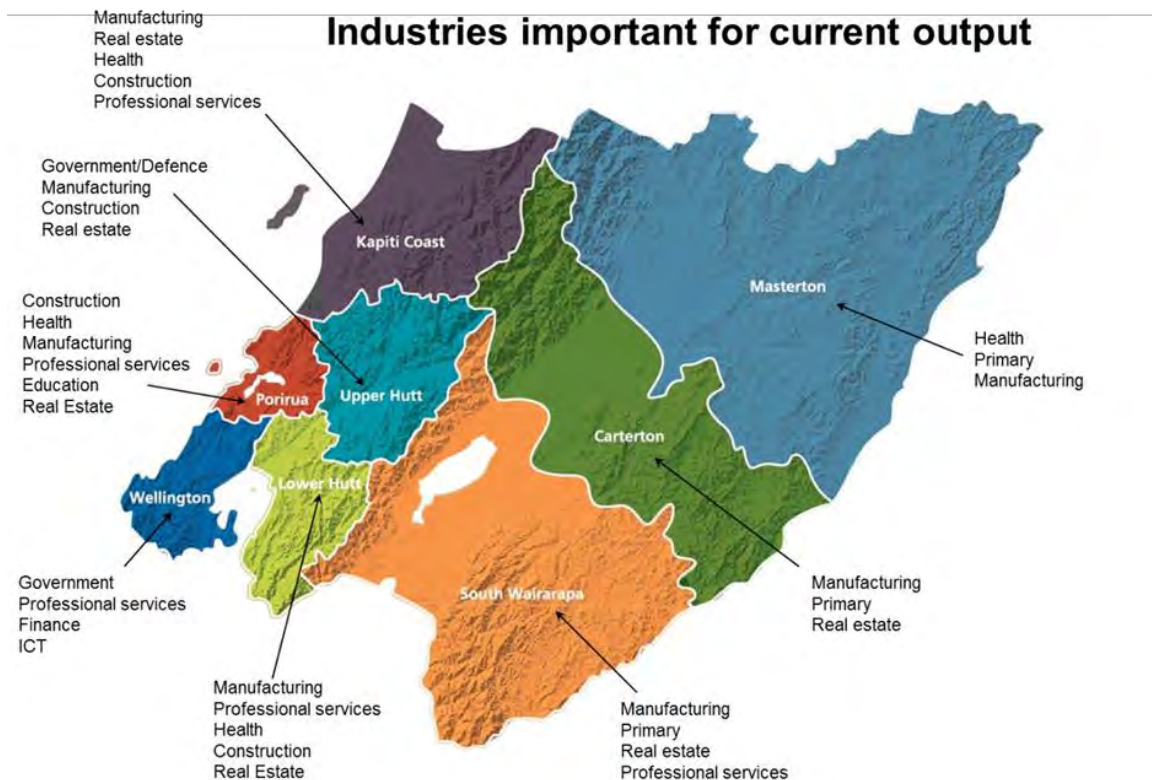
Area	Median household income		Ratio of average sale price to income		Change in ratio 2013 to 2017
	2013	2017	2013	2017	
Kapiti Coast District	30,300	32,900	13.5	15.2	1.6
Porirua City	40,500	44,000	10.1	12.3	2.2
Wellington City	54,600	59,300	10.2	11.1	0.9
Lower Hutt City	38,800	42,100	10.3	11.3	1.0
Upper Hutt City	40,600	44,000	9.3	10.2	0.9
Masterton District	27,700	30,000	10.4	10.1	-0.3
Carterton District	34,600	37,600	8.9	9.1	0.3
South Wairarapa District	31,100	33,700	11.0	11.4	0.4
<b>Wellington Region</b>	<b>51,400</b>	<b>55,800</b>	<b>8.8</b>	<b>9.4</b>	<b>0.6</b>

### Industry prospects

Figure 8 presents the industries that are currently of high importance to each territory within the Wellington region<sup>8</sup>. These industries were identified as industries that contributed more to the area's GDP in the year to March 2017 than the service provided by owner-occupied dwellings. In practice this typically means industries larger than 7 percent of GDP. Some points to note:

- The industry mixes for the Wairarapa districts are reasonably typical for rural-based districts in New Zealand. The high importance of health in Masterton reflects the location of the hospital there.
- Likewise, the industry mixes for Lower Hutt, Upper Hutt, Porirua, and Kāpiti Coast are quite typical for urban centres in New Zealand. Note that the importance of government services in Upper Hutt is associated with the presence of the Trentham Military Camp. Also, the importance of health services to the Kāpiti Coast is unusual given its lack of a hospital, and probably reflects its higher age structure.
- The high importance of government, professional services, Finance and ICT for Wellington City is singular for a territorial authority area in New Zealand.

Figure 8: Industries important for current output



Looking forward which industries appear to have the best prospects in each of the region's areas?

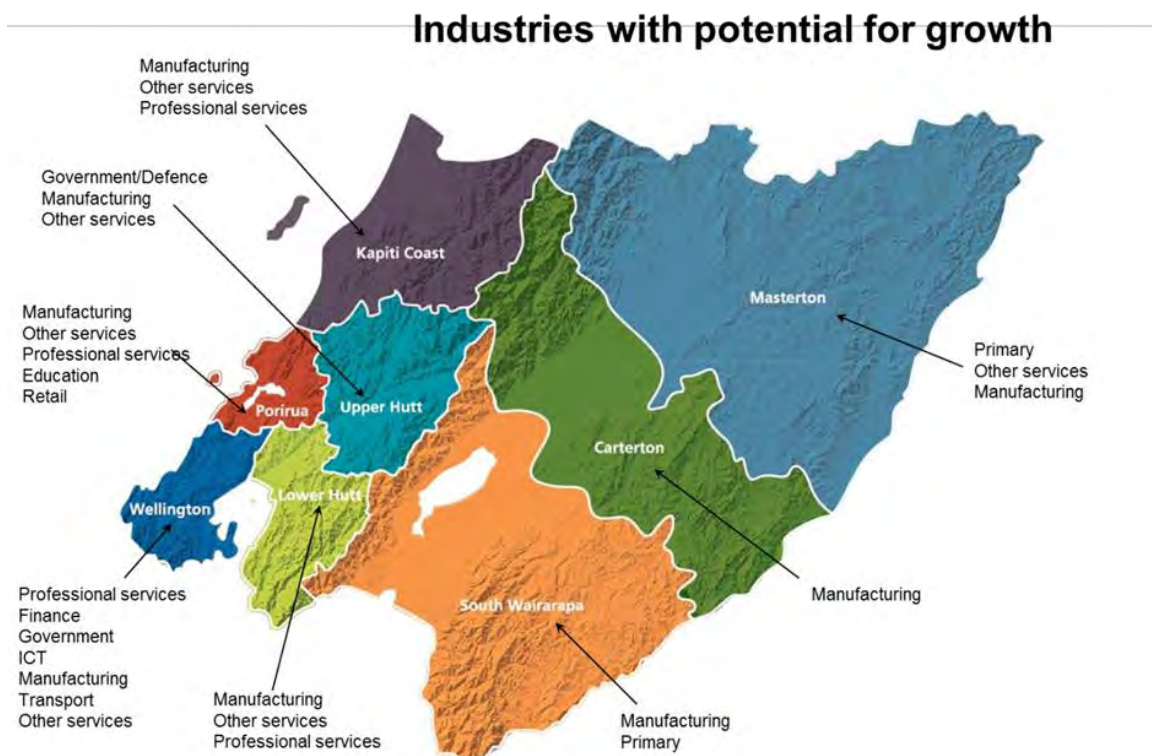
Industries with better growth prospects within the Wellington region are identified with reference to industries exhibiting a comparative advantage, weighted by their actual export propensity and their

<sup>8</sup> The analysis presented in this section is based on data from the Infometrics Regional Economic Profile

proportion of their areas GDP<sup>9</sup>. The results of this analysis are illustrated in Figure 9. This analysis highlights the importance of Wellington City to the region's economic prospects. The range of industries in which Wellington based businesses exhibit comparative advantage is more extensive than the rest of the region (Professional Services, Finance, Government, ICT, Manufacturing, Transport, and Other Services). Their potential for growth also looks stronger when weighted by their export and output propensities.

Economic modelling undertaken at GW suggests that economic activity is likely to increase at similar rates throughout the region. But the analysis of industry growth potential indicates that Wellington City will remain the main engine room for the region's economy; the region shares the benefits but relies on the performance of the Wellington CBD. However, it is important to note that success depends on the integration of the region: the ability for the CBD to take advantage of its strong prospects depends on Wellington having a region where people want to live and businesses want to locate in.

Figure 9: industries with potential for growth



These industries are identified at a high level, however will be impacted by a number of variables. Work on the Wairarapa Strategy identifies that while manufacturing will be a key growth area there is likely to be a change in focus to more artisan foods and honey. This is relevant for other parts of the region where we are likely to see areas such as ICT evolve.

<sup>9</sup> Comparative advantage is measured by the export location quotients of industries in the area (a location quotient greater than one implies a higher propensity for exporting than is the national average, thus a higher quotient indicates a better ability to compete internationally than other parts of New Zealand).

## *Global trends relevant to prospects for the Wellington Region*

### **Climate change**

The moves to-date to address climate change are not likely to have been sufficient to address an increase in climate change impacts in coming decades. Global temperature measures estimate that temperatures in 2017 were on average 1.2 degrees above pre-industrial temperatures<sup>10</sup>. Current global policy settings have the world on line to experience average temperatures in excess of three degrees above pre-industrial levels. Even with reductions in greenhouse gas emissions<sup>11</sup> to about a quarter of current rates by the 2050s, it might not be sufficient to keep temperatures below 2 percent above pre-industrial levels.

There is therefore a very real likelihood that the impacts of climate change (weather events, changes in rainfall patterns, sea level rises and increased ocean acidification) will intensify in coming decades. With New Zealand estimated at contributing less than 0.2 percent of global emissions<sup>12</sup> New Zealand remains dependent on the combined actions of all countries to significantly alter climate prospects. Policies promoting emission mitigation and sequestration in New Zealand will contribute to global efforts but are unlikely, on their own, to have any measureable impact on global outcomes.

The implication is that the emphasis in New Zealand necessarily needs to be on being resilient to the potential impacts of climate change. This is likely to entail investment in appropriate infrastructure. It may also include some potentially difficult decisions about managed retreat. That is, there will be situations where it will be prohibitively expensive to guarantee protection from the potential impacts of climate change. In such cases the responsible approach would be to facilitate the movement of people and assets to safer locations.

To manage the effects of climate change the Productivity commission has said that New Zealand (and the world) will be heavily reliant on technology advances and implementation. These are technologies that do not currently exist. New Zealand and Wellington in particular has the potential to use its technical prowess in developing and implementing mitigations and adaptive technologies.

### **Population ageing**

Population ageing involves two independent but concurrent forces:

- The life progression of the large baby boomer cohorts born in the decades following World War II
- The continued increase in life expectancy (at about three years per decade) resulting from improvements in health, diet and technology.

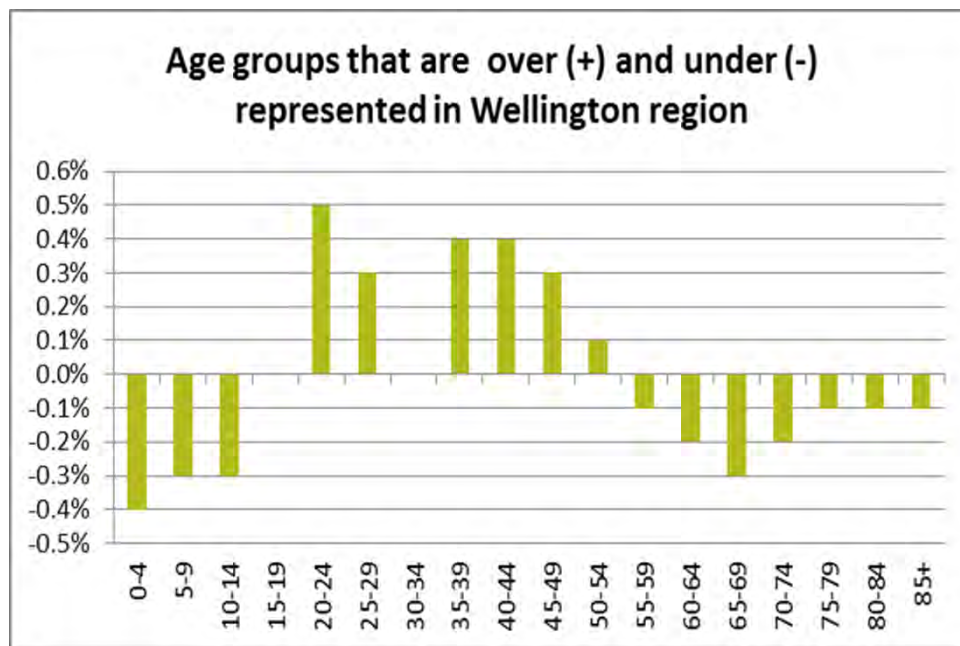
Nationally, the proportion of the population aged over 64 is expected to increase from around 15 percent currently to 25 percent by the 2050s. The Wellington region has a history of elderly migration (as reflected by the under-representation of older age groups in Figure 10). However, the Wellington region will still need to plan for increases in the proportion of older residents. That is, although the ageing population impact might be more pronounced in other parts of the country, it is still likely to have a strong impact in the Wellington region.

<sup>10</sup> Hannah Ritchie and Max Roser (2018) - "CO<sub>2</sub> and other Greenhouse Gas Emissions". Published online at OurWorldInData.org. Retrieved from: <https://ourworldindata.org/co2-and-other-greenhouse-gas-emissions> [Online Resource]

<sup>11</sup> Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases

<sup>12</sup> [http://archive.stats.govt.nz/browse\\_for\\_stats/environment/environmental-reporting-series/environmental-indicators/Home/Atmosphere-and-climate/global-greenhouse-gases.aspx](http://archive.stats.govt.nz/browse_for_stats/environment/environmental-reporting-series/environmental-indicators/Home/Atmosphere-and-climate/global-greenhouse-gases.aspx)

Figure 10: Age groups over and under represented in the Wellington region



The increase in life expectancy means that there will at first be an increase in the numbers of active older residents. This will be accompanied by a slower paced increase in the demand for aged care services.

Population ageing is a global phenomenon, but with different timing and intensities in different countries. One potential implication is that New Zealand might find that it faces more intense global competition for young skilled workers. The increase in age structure may also mean that the labour market places a higher premium on physical skills than might have otherwise have been expected.

### Technology

Balancing the potential wage premium for physical work are the impacts of technology that will see the redundancy of many skills either through increased use of robotics, 3-D printing, automated devices, and artificial intelligence. In general, these advances will lead to improvements in wellbeing, but the transition will have uneven impacts on different people. The size and direction of the impact will depend on the extent that technology changes complement, replace or provide for new labour skills. People's ability to adapt to a changing labour market will differ depending on individual circumstances and their innate abilities. Experience suggests that people with higher education attainment, adaptable skills, and job experience will be better placed to adapt to labour market challenges. The Wellington region economy looks well placed to cope with these technology challenges, given that it has a well-qualified workforce, a high share of professional workers and has a high proportion of its population in paid employment.

However, the growth in data processing and sharing capabilities that underpin the technology advances taking place highlight the importance of having the appropriate scale and resilience of region-wide infrastructure.

### Globalisation of services

One consequence of the digital nature of current and ongoing technology advances has been the increasing provision and demand for highly customised services and products. Increasingly this is about service, rather than product, delivery. Services have become over time an increasing proportion of the value contained in products. The digital revolution has gone further reducing the need for "things" to deliver the

services that people desire. For example, fewer people require cameras, DVDs, CDs, books. This further increases the importance of service delivery to the economy. The changing medium also increases the capability for remote delivery of services. For example, one can access financial services without having to visit a bank branch.

The logical outcome of these forces is an increase in specialisation and locational concentration of service providers. Increasingly one can service national and global demand for services from one location. An implication is that the requirement for local provision of services will reduce. The resulting increase in specialisation and international trade in services will enhance wellbeing and economic efficiency. Increased specialisation also means that the spread of services provided in any particular city is likely to become more distinctive and specific to that city.

The global competitiveness of Wellington's service industry places the Wellington region in a strong position to take advantage of this global trend. The prerequisite is that Wellington is able to provide the required infrastructure services (transport, digital infrastructure) and continues to attract and grow skilled workers and progressive organisations (i.e. liveability and a tailored education sector).

#### Urbanisation

The global population is becoming increasingly urban based. In 1960 34 percent of the world's population lived in urban centres; by 2008 it reached 50 percent<sup>13</sup>; and is projected to reach 60 percent by 2030<sup>14</sup>. There are many factors that have supported the growth of urbanisation (e.g. agricultural productivity, industrialisation, and energy use) but at heart urban centres allow businesses and individuals to benefit from economies of scale and network economies – in particular deep labour pools.

Network economies, whereby the number of potential linkages increase at the square of the number of network members, mean that cities enjoy strong first mover benefits. The essence of this is that success begets success. Thus not only do we get people living in towns, but increasingly people congregate into the larger more successful cities. This means that city growth is path dependent – cities are located based on original settlement decisions and their current size can reflect their early success.

Geography, civic organisation, infrastructure, and individual success are also important. The implication for New Zealand location choices is that population growth over the next half century is likely to be concentrated in the major urban centres (Auckland, Wellington, Christchurch), with a slower pace of growth in provincial centres. Although digital advances will promote opportunities for remote working, the deep labour pools of urban centres will favour cities with effective central business districts.

<sup>13</sup> <https://data.worldbank.org/indicator/SP.URB.TOTL.IN.ZS?view=chart>

<sup>14</sup> [http://www.un.org/en/development/desa/population/publications/pdf/urbanization/the\\_worlds\\_cities\\_in\\_2016\\_data\\_booklet.pdf](http://www.un.org/en/development/desa/population/publications/pdf/urbanization/the_worlds_cities_in_2016_data_booklet.pdf)

## Appendix 2 - Supporting Information, Housing

### Foreseeable growth – where and when

Growth is expected across all of the Wellington Region over the next 20-30 years, however much of it will be concentrated in the City and Metro areas. Growth will require a mixture of densification and new Greenfield opportunities that will need to be supported by substantial infrastructure investment.

The estimated timeframes are based on a number of factors, including water infrastructure, roading and public transport. More intensive growth areas across Wellington City are heavily reliant on key transport projects leading the investment and therefore need to be seen as integrated development plans.

**Table 4: Foreseeable growth – where and when**

Years 1-3 (2018-2020)		Years 4-10 (2021-2028)		Years 11-30 (2029-2048)	
Areas					
<b>Kāpiti</b>					
Paraparaumu	190	Paraparaumu	133	Ngarara	750
Waikanae North	115	Waikanae Park	179	Waikanae North	332
Otaki	48	Waikanae North	177	Paraparaumu	132
Housing NZ	40	Otaki	78	Raumati	322
<b>Porirua</b>					
Kenepuru	300	Kenepuru	700	Eastern Porirua	1,500
Whitby	100	Whitby	370	Pauatahanui	450
Eastern Porirua	500	Eastern Porirua	1,000	Plimmerton farm	2,000
Aotea	330	Western Porirua	500	Pukerua Bay	550
CBD	150	Gray Farm	300	Takapuwhia	120
<b>Wellington</b>					
Strathmore	300	Taranaki/Adelaide Rd	785	Lincolnshire Farm	2,000
Tawa	200	Te Aro	2,000	Te Aro	2,066
		Newtown	326	Newtown (LGWM)	5,500
		Stebbins Valley	1,000	Taranaki/Adelaide Road (LGWM)	5,000
		Johnsonville	1,600		
		Kilbirnie	670		
<b>Hutt City</b>					
Intensification	900	Riverlink	1,300	Wainuiomata	1,600
Wainuiomata	40	Wainuiomata	80	Intensification	2,000
Kelson	80	Kelson	140		
Housing NZ	200	Stokes Valley	80		
Retirement Village	300	Intensification	2,000		
<b>Upper Hutt</b>					
Wallaceville	200	Wallaceville	500	Maymorn	220
Gillespies Road	200	Gillespies Road	560	Southern Growth area	1,000
Intensification	200	Brentwood	86	Gabites block	220
Other	250	Intensification	410	Intensification	1,500



<b>Masterton</b>	120	Masterton	250	Greytown	100
Ngaumutawa Rd	100	Greytown	170	Martinborough	120
Community Trust		Martinborough	100		
		Carterton East	200		
<b>Total</b>	<b>4,863</b>		<b>15,694</b>		<b>27,482</b>

#### Years 1-3 (2018-2020)

The developments in this timeframe are those that currently have the right zoning in place and have either approved developments or those that are going through approval. The key partnership tool for these developments is KiwiBuild as it can accelerate development.

#### Years 4-10 (2021-2028)

These areas are either zoned or partially zoned for residential and provide a mix of Greenfield and intensification opportunities, including the development of precincts. Many of these developments will require some form of infrastructure development to enable them to happen.

The completion of Transmission Gully will open areas in Kāpiti and Porirua and the completion of wastewater infrastructure in Porirua will provide growth there. All three partnership tools: KiwiBuild, social housing and UDA powers will be relevant to this period of development.

#### Years 11-30 (2029-2048)

Some of the growth areas in years 4-10 will continue into years 11-30.

Investment in significant roading projects like Petone to Grenada as well as the completion of mass transit through the city out to the airport will enable significant growth.

Substantial water infrastructure investment will be required to enable large scale Greenfield and intensification developments across the region. The key partnership tool will be KiwiBuild. The barrier to this development is the requirement for significant new infrastructure reticulation and capacity. This is not just three waters infrastructure, but roading, community and recreation.

**Table 5: Infrastructure development timeframes**

Years 1-3 (2018-2020)		Years 4-10 (2021-2028)		Years 11-30 (2029-2048)	
<b>Strategic road projects</b>					
<ul style="list-style-type: none"> <li>Transmission Gully</li> <li>Beltway cycleway</li> <li>Eastern bays cycleway</li> <li>LGWM (walking and cycleways)</li> <li>Ngauranga to Petone</li> </ul>	xx 7.3m 8.6m 460m 58m	<ul style="list-style-type: none"> <li>Otaki to Levin</li> <li>Silverstream bridge replacement</li> <li>Riverlink (flood protection, transport and urban form)</li> <li>Kāpiti east/west connector roads</li> </ul>	xx 25m 330m 19.3m	<ul style="list-style-type: none"> <li>LGWM (Basin)</li> <li>LGWM (Mt. Vic tunnel)</li> <li>Petone to Grenada</li> <li>Cross Valley Connection</li> </ul>	160m 500m 270m 65m
<b>Strategic public transport projects</b>					
<ul style="list-style-type: none"> <li>Rail track upgrade</li> </ul>	197m	<ul style="list-style-type: none"> <li>LGWM (Mass transit – CBD to airport)</li> <li>Multi User Ferry</li> </ul>	1.6b 475m	<ul style="list-style-type: none"> <li>Replacement of trains for the Wairarapa and Capital Connection</li> </ul>	330m

		terminal			
		<ul style="list-style-type: none"> <li>Integrated ticketing</li> </ul>	60m		
<b>Wastewater projects</b>					
<ul style="list-style-type: none"> <li>Hutt main trunk expansion</li> <li>Porirua treatment plant upgrade</li> </ul>	27m 7.6m	<ul style="list-style-type: none"> <li>Upper Hutt wastewater</li> <li>Seaview treatment plant trunk duplication</li> <li>Eastern Porirua treatment plant</li> <li>Paraparaumu treatment plant upgrade</li> <li>Wellington City Wastewater upgrade</li> <li>Miramar Peninsula capacity upgrade</li> <li>Homebush treatment plant upgrade</li> <li>Masterton raw water storage dam</li> </ul>	25m 6m ?? 3.1m 8.9m 3.4m 6.5m 5.6m	<ul style="list-style-type: none"> <li>Porirua treatment plant upgrade</li> <li>Karori outfall upgrade</li> </ul>	34.5m 38m
<b>Water Supply projects</b>					
<ul style="list-style-type: none"> <li>Hutt reservoir upgrade</li> <li>Waikanae treatment plant upgrade</li> <li>Omāroro reservoir (new)</li> <li>Bell Road reservoir (replacement and capacity increased)</li> <li>Greytown new water bore</li> </ul>	12m 9.8m 32.2m 26.4m 4m	<ul style="list-style-type: none"> <li>Cross harbour pipeline</li> <li>Wairarapa water storage</li> <li>Waikanae treatment plant upgrade</li> <li>Kāpiti Reservoir upgrades</li> <li>Upper Stebbings Valley capacity upgrade</li> <li>Horokiwi capacity upgrade</li> <li>Miramar Peninsula capacity upgrade</li> <li>Carterton increased storage capacity</li> </ul>	120m 6.6m 14m 12.4m 12.8m 4.5m 3.5m	<ul style="list-style-type: none"> <li>Cruickshank Reservoir Dev</li> <li>Carterton new water supply</li> </ul>	3.5m 10.5m

**Development Areas – Porirua**

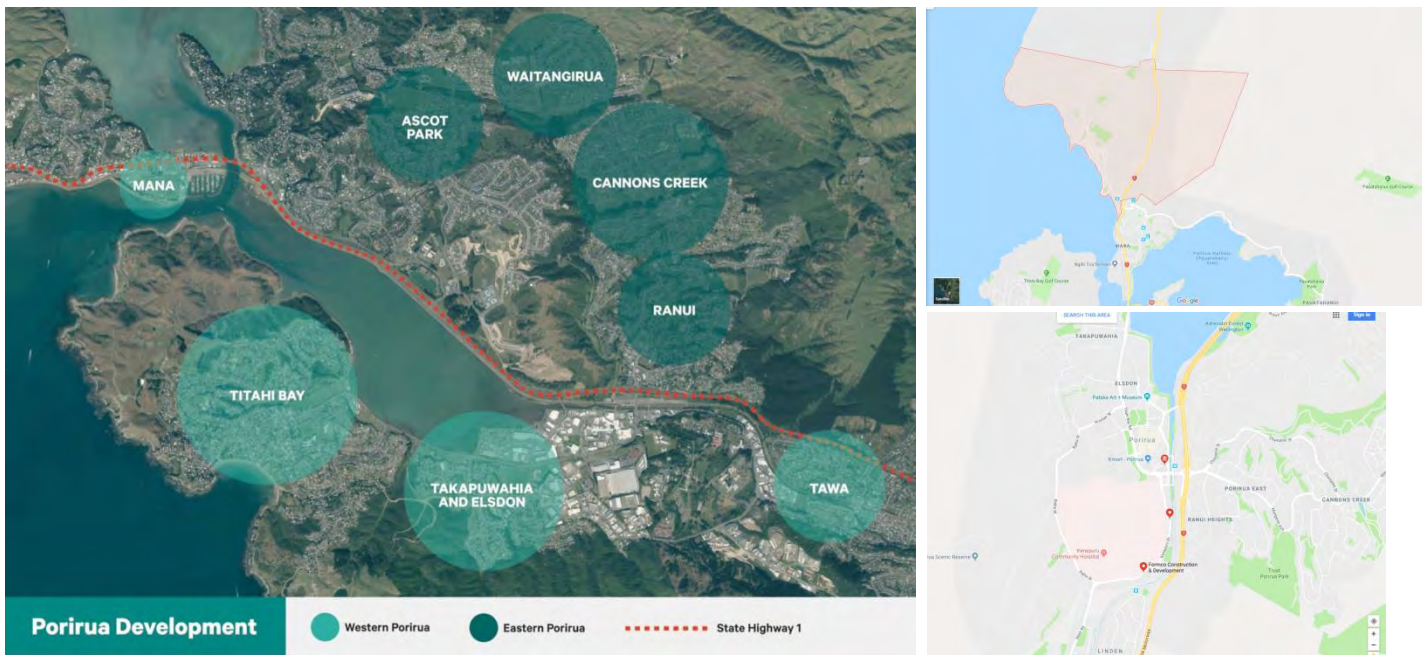
Porirua is connected to Wellington City through road and rail and will see changes with the opening of Transmission Gully in 2020.

It is likely that the area will have significant population growth over the next 30 years, but already suffers from overcrowding in areas. There is strong developer interest in the area and the Council is currently developing a Growth Plan.

The Government has already announced that over the next 25 years it will work alongside the community, the Porirua City Council and the local iwi Ngāti Toa Rangatira, in Eastern Porirua to:

- Replace old, cold and damp Housing NZ houses with warm, dry modern housing better suited to tenants’ needs
- Create opportunities for home ownership by building affordable, market and KiwiBuild homes
- Create better designed local neighbourhoods, including upgrading parks and streets, to make it easier to get around and do business
- Think about the community’s future schooling needs and create jobs for locals.

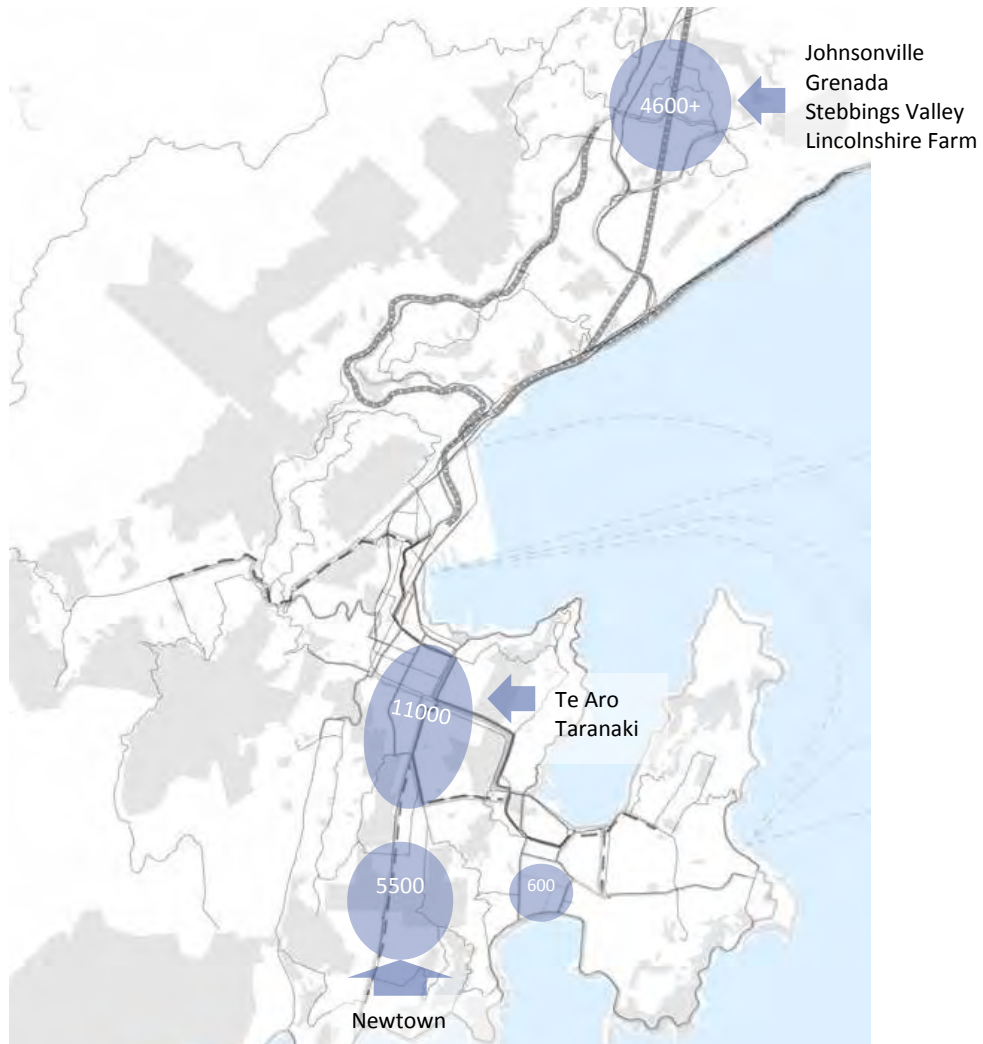
The Porirua area has feasibility growth of around 8,870 dwellings



Number of additional Households	
• Short term (could be KiwiBuild)	400
• Precinct	150
• Social – new	150
• Redevelopment (affordable housing)	2,500
• Greenfield – future urban areas	4,180
Number of additional people projected (2048)	23,170
Number of additional jobs projected (2048)	8,100
Number of additional jobs accessible within a 45min commute (2048)	94,300

**Development Areas – Wellington City**

Wellington city is constrained by the nature of its physical location (hemmed between the harbour and hills) and this is exacerbated by the demand pressures of population growth. The opportunities for growth will all require significant investment. The Let’s Get Wellington Moving opportunity will catalyse urban development through the city centre providing a precinct approach connecting housing transport and business in a targeted growth area.



Number of additional Households	
<ul style="list-style-type: none"> <li>• Short term (could be KiwiBuild)</li> <li>• Precinct (with LGWM)</li> <li>• Precinct (no LGWM)</li> <li>• Social – new</li> <li>• Greenfield – future urban areas</li> </ul>	<p>3,381</p> <p>14,566+</p> <p>5,000</p> <p>500</p> <p>3,000+</p>
Number of additional people projected (2048)	57,570
Number of additional jobs projected (2048)	57,600
Number of additional jobs accessible within a 45min commute (2048)	94,300

**Development Areas – Kāpiti**

Kāpiti is connected to Wellington City through road and rail and will see changes with the opening of Transmission Gully in 2020.

The recent and on-going construction of the Transmission Gully and MacKay’s to Peka Peka Expressway projects have a number of parcels of Crown-owned land that is or could likely be surplus to the projects requirements and disposed of under the PWA and could offer opportunities for housing related purposes.

It is likely that the area will have significant population growth over the next 30 years.

*Otaki*

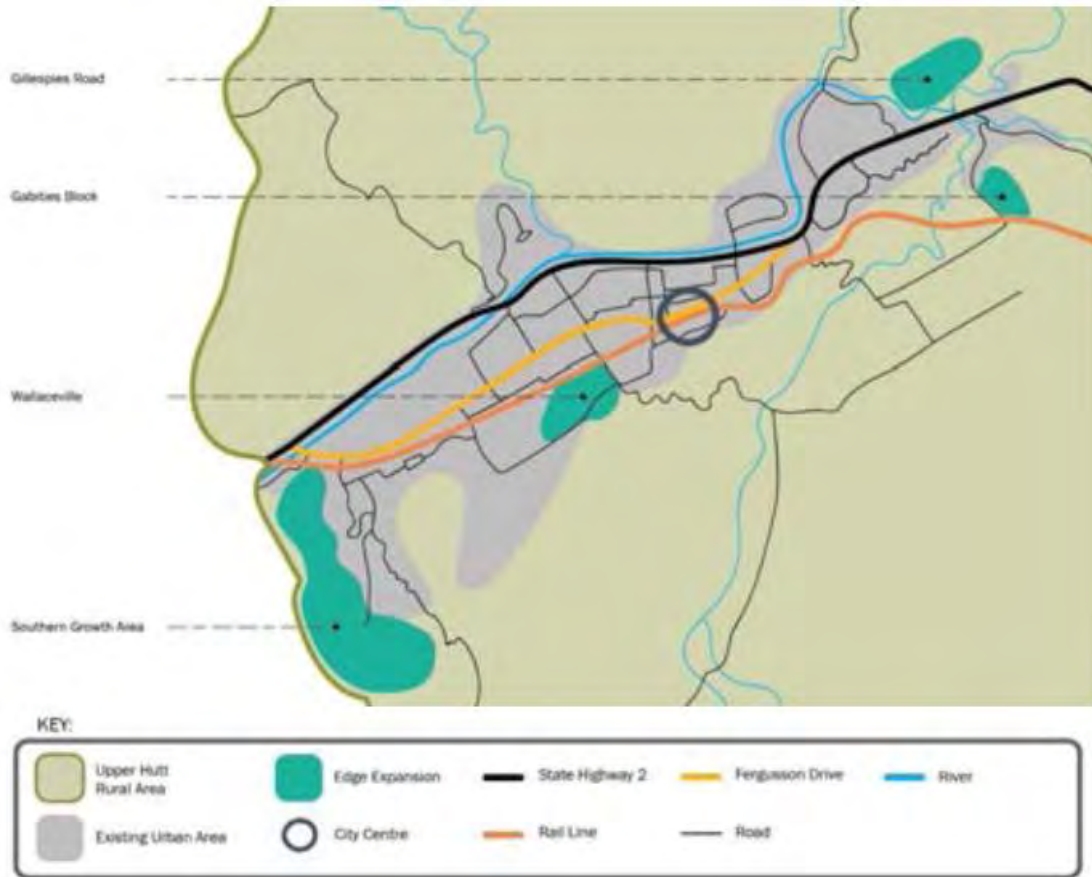
*Waikanae*



Number of additional Households	
<ul style="list-style-type: none"> <li>• Short term (could be KiwiBuild)</li> <li>• Precinct</li> <li>• Social – new</li> <li>• Greenfield – future urban areas</li> </ul>	<p>350</p> <p>50</p> <p>40</p> <p>1,900</p>
Number of additional people projected (2048)	17,320
Number of additional jobs projected (2048)	6,400
Number of additional jobs accessible within a 45min commute (2048) Note: does not include Horowhenua opportunities	94,300

### Development Areas – Upper Hutt

In order to meet Upper Hutt’s projected housing demand it is necessary to utilise infill, intensification and some limited expansion of housing at the edges of the existing urban area. Plans currently are looking at possible growth of around 5,000 dwellings over a 30 year period.



<b>Number of additional Households</b>	
• Short term (could be KiwiBuild)	500
• Precinct	50
• Social – new	40
• Intensification	2,360
• Greenfield – future urban areas	2,100
<b>Number of additional people projected (2048)</b>	<b>8,230</b>
<b>Number of additional jobs projected (2048)</b>	<b>4,200</b>
<b>Number of additional jobs accessible within a 45min commute (2048)</b>	<b>94,300</b>

## Development Areas – Lower Hutt

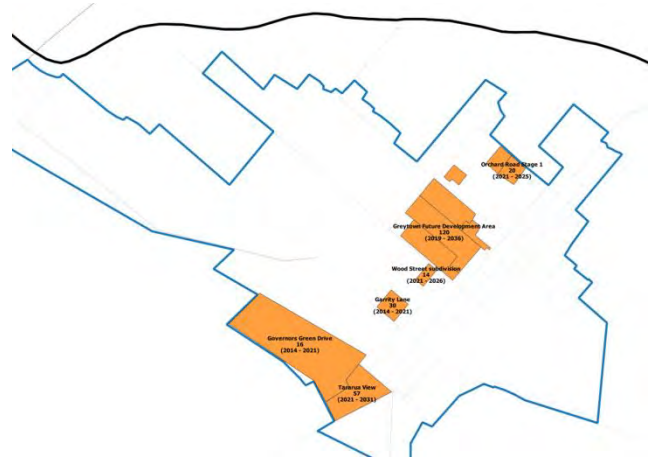


<b>Number of additional Households</b>	
<ul style="list-style-type: none"> <li>• Short term (could be KiwiBuild)</li> <li>• Intensification (5-25yr)</li> <li>• Precinct</li> <li>• Social – new</li> <li>• Greenfield – future urban areas</li> </ul>	1,420 4,000 1,300 100+ 1,900
Number of additional people projected (2048)	27,120
Number of additional jobs projected (2048)	18,000
Number of additional jobs accessible within a 45min commute (2048)	94,300

**Development Areas – Wairarapa**  
**Martinborough**



**Greytown**



**Carterton**



**Masterton**



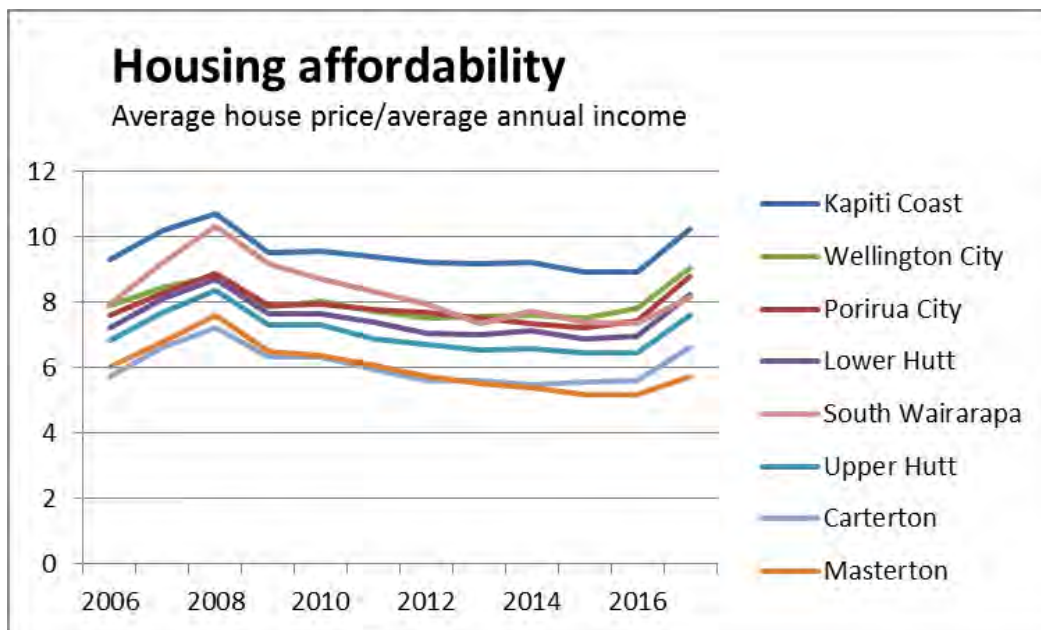
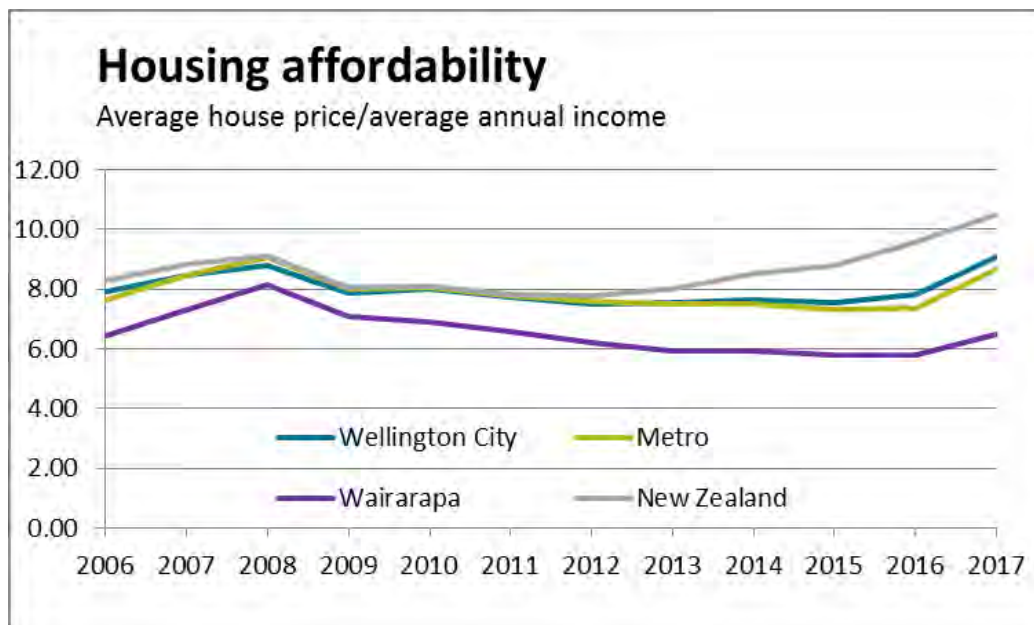
Number of additional Households	
<ul style="list-style-type: none"> <li>• Short term (could be KiwiBuild)</li> <li>• Precinct</li> <li>• Social – new</li> <li>• Greenfield – future urban areas</li> </ul>	<p>120</p> <p>0</p> <p>100</p> <p>940</p>
Number of additional people projected (2048)	10,290
Number of additional jobs projected (2048)	6,200
Number of additional jobs accessible within a 45min commute (2048)	6,200



### Housing affordability

Housing affordability (Figure 11) defined as the price of the average house in the area divided by the median income of residents in the area. An increase implies affordability has become more difficult. In general housing affordability has been easier in the Wellington region than in the rest of the country. However, a 30 percent increase in house prices in the region over the last two years has reduced the size of this advantage. Within the region houses have generally been more affordable in the Wairarapa than in the Metro area, which has been more affordable than in Wellington City. However, Kāpiti Coast is an outlier with evidence of less affordable housing. This is potentially due to the older age structure on the coast; incomes will decline with retirement, but higher wealth from lifetime savings will increase ability to buy more expensive houses.

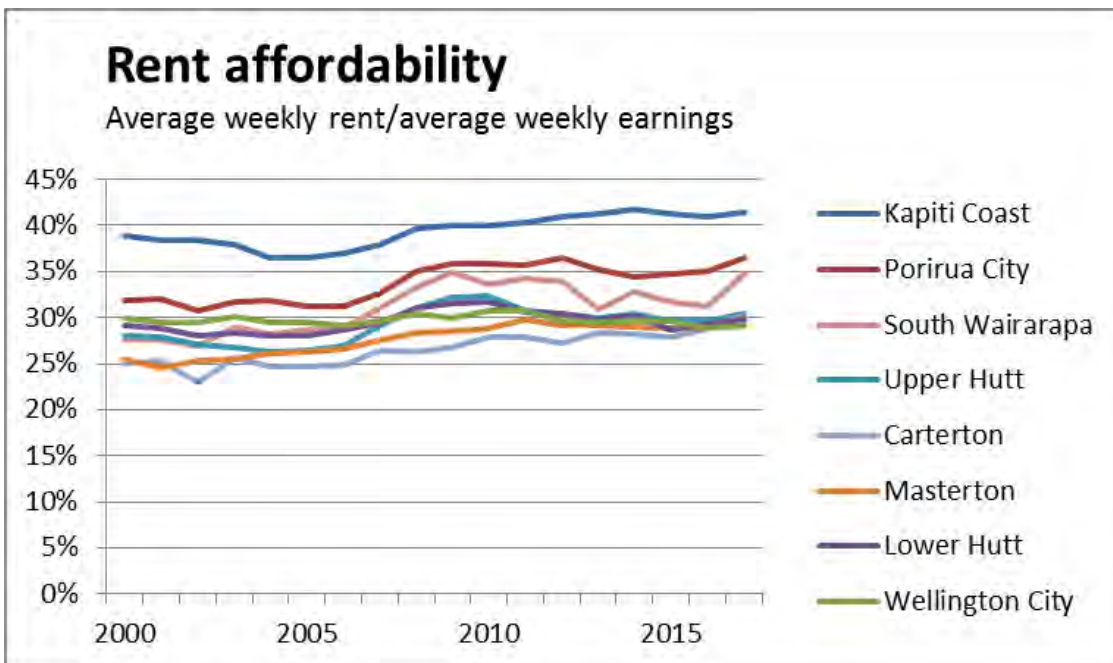
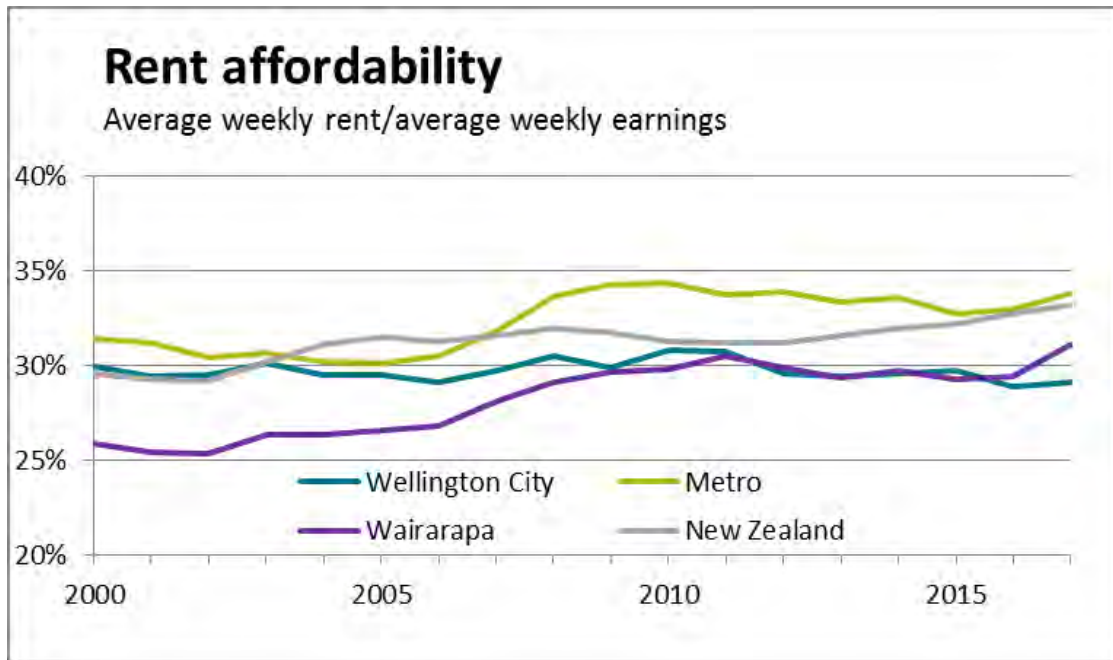
Figure 11: Housing affordability



**Rental affordability**

Rental affordability (Figure 12) is defined as the average weekly rent divided by the average weekly wage. An increase in the affordability measure implies renting takes up more of the average wage and so implies a decline in rental affordability. Higher wages in Wellington mean that renting has generally been more affordable in the Wellington region. However, renting on the Kāpiti Coast, in Porirua and in South Wairarapa has generally been less affordable than in the rest of the region.

Figure 12: Rent affordability



**HIS WORSHIP THE MAYOR AND COUNCILLORS  
COUNCIL MEETING (14 AUGUST 2019)**

(From Andrea Hilton, General Counsel)  
(Through the Chief Executive)



Item:

File: 301/60/028  
Ref: AJH:MEC  
SHED:

2 August 2019

**Applications to become Mana Whenua Partners on Wellington Water Committee and Proposal for South Wairarapa District Council to become a Shareholder in Wellington Water Limited**

**Purpose**

1. To ask Council to agree to Wellington Water Committee's recommendations to the shareholder councils, made at its meeting held on 12 July 2019 as follows:

**RESOLVED:** (Deputy Mayor Bassett/Cr Pannett) **Minute No. WWC 19301**

*"That the Committee:*

- (i) notes and receives the report;*
- (ii) agrees to recommend to shareholder councils that Te Runanga o Toa Rangatira be appointed as a Mana Whenua Partner Entity, and that Te Taku Parai be its nominated representative and Naomi Solomon be its nominated alternate; and*
- (iii) agrees to recommend to shareholder councils that Taranaki Whānui ki Te Upoko o Te Ika be appointed as a Mana Whenua Partner Entity, and that Kim Skelton be its nominated representative and Kirsty Tamanui be its nominated alternate."*

**RESOLVED:** (Deputy Mayor Bassett/Cr Brash) **Minute No. WWC 19302**

*"That the Committee:*

- (i) notes and receives the report;*
  - (ii) notes the risk assessment report and addendum prepared by Wellington Water Ltd for South Wairarapa District Council (SWDC) setting out the risks associated with SWDC becoming a shareholder and the way Wellington Water Ltd proposes to manage these risks; and*
  - (iii) agrees to support the proposal and recommend to shareholder councils that SWDC become a shareholder in Wellington Water Ltd."*
2. If Council agrees to South Wairarapa District Council (SWDC) becoming a shareholder, then it is necessary for shareholder Councils to approve and consent the issuing the New Shares to SWDC.
  3. Attached as Appendix 1 is a report to the Wellington Water Committee asking the Committee to consider the applications to become Mana Whenua Partners.
  4. Attached as Appendix 2 and 3 are the applications from Te Runanga o Toa Rangatira and Taranaki Whānui ki Te Upoko o Te Ika.

5. Attached as Appendix 4, 5, 6, 7 and 8 is a report to the Wellington Water Committee outlining the proposal for SWDC to join Wellington Water Ltd including the associated risks.
6. To ask Council to agree to Wellington Water Committee's recommendations to the shareholder councils, made at its meeting held on 12 July 2019 as follows:

### **Recommendation**

It is recommended that Council:

- (i) notes and receives the memorandum;
- (ii) agrees that Te Runanga o Toa Rangatira be appointed as a Mana Whenua Partner Entity, and that Te Taku Parai be its nominated representative and Naomi Solomon be its nominated alternate on the Wellington Water Committee;
- (iii) agrees that Taranaki Whānui ki Te Upoko o Te Ika be appointed as a Mana Whenua Partner Entity, and that Kim Skelton be its nominated representative and Kirsty Tamanui be its nominated alternate on the Wellington Water Committee;
- (iv) agrees that South Wairarapa District Council (SWDC) becomes a shareholder in Wellington Water Ltd;
- (v) hereby unconditionally and irrevocably approves and consents to Wellington Water Ltd (the company') issuing the New Shares to SWDC and entering into any documentation which is required from time to time to give full effect to such issue of the New Shares attached as Appendix 10 to the memorandum;
- (vi) pursuant to clause 5.1 of the company's Constitution, Council hereby waives its pre-emptive rights under section 45 of the Companies Act in respect of the New Shares; and
- (vii) should it be required, Council confirms, approves and ratifies the company's Board Resolution attached as Appendix 11 to the memorandum.

### **Background**

7. At its meeting held on 19 June 2019, Council agreed to the proposed changes to the Wellington Water Limited's governance documents to allow for Māori representation.

### **Options**

8. There are essentially three proposals before Council, being the appointment of the two Mana Whenua Partner Entities to the Wellington Water Committee and the approval of SWDC as a shareholder of Wellington Water Limited. Council can choose not to appoint or approve any or all of these. The effect of that is the appointment or approval will not go through as they all require the unanimous agreement of the shareholders.

### **Legal considerations**

9. Council will recall the considerable effort that went into the amendment of the Constitution of Wellington Water Limited and the Shareholder's Agreement to enable these types of proposals to be considered. That work and advice around it was supported by Russell McVeagh Lawyers.

**Appendices**

No.	Title	Page
1	Wellington Water Committee Report - Applications to Become Mana Whenua Partners - 12 July 2019	
2	Attachment to report 19/865 (Title: Application from Te Runanga o Toa Rangatira)	
3	2019 06 28 CM Wellington Water Application Form	
4	2019 06 28 CM Wellington Water Letter	
5	Wellington Water Committee Report - Proposal for South Wairarapa District Council ~ 12 July 2019	
6	Attachment to report 19/861 (Title: Letter dated 7 June 2019 from David Wright, Chair, Wellington Water - Risk Assessment Report)	
7	SWDC Risk Assessment Report for Council meetings	
8	Attachment to report 19/861 (Title: Letter dated 26 June 2019 from David Wright, Chair, Wellington Water – Addendum to Risk Assessment Report)	
9	Attachment to report 19/861 (Title: Attachment to Letter - Addendum to Risk Assessment Report)	
10	Shareholders Resolution in respect of issue of shares to SWDC	
11	Directors Resolution to Issue Shares to SWDC.doc	

Andrea Hilton

**General Counsel**



## Wellington Water Committee

28 June 2019

File: (19/865)

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Report no: WWC2019/3/138

### Applications to Become Mana Whenua Partners

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#### Purpose of Report

1. To consider applications to become Mana Whenua Partners.

#### Recommendations

That the Committee:

- (i) notes and receives the report;
- (ii) agrees to recommend to shareholder councils that Te Runanga o Toa Rangatira be appointed as a Mana Whenua Partner Entity, and appoints a nominated representative and a nominated alternate;
- (iii) agrees to recommend to shareholder councils that Taranaki Whānui ki te Upoko o te Ika be appointed as a Mana Whenua Partner Entity, and appoints a nominated representative and a nominated alternate; and
- (iv) agrees to recommend to the shareholders councils that a per day all inclusive fee of \$400 (GST incl) be paid to the each Mana Whenua Partner Entity's nominated representative or the nominated alternate for attendance at each Wellington Water Committee meeting.

#### Summary

2. The Wellington Water shareholders recently amended the Wellington Water governance documents to allow for Māori representation.
3. The Shareholders' Agreement allows a Māori authority to approach the shareholder councils and seek to be recognised as a Mana Whenua Partner

Entity to provide representation on the Wellington Water Committee ('the Committee').

4. The Committee has received two applications from two Māori authorities in the lower Wellington region and the Committee is asked to consider these applications.

### **Background**

5. The Committee has been working to ensure the Wellington Water model allows for genuine Māori representation and shareholder councils have amended Wellington Water's governance documents (Shareholders' Agreement, Committee Terms of Reference and Constitution) to reflect an inclusive approach.
6. The Shareholders' Agreement allows a Māori authority to approach the shareholder councils and seek to be recognised as a Mana Whenua Partner Entity. Upon joint approval by the shareholders, the Mana Whenua Partner Entity can nominate a person to be a Water Committee Member (and the Shareholders must unanimously appoint). A Mana Whenua Partner Entity must be a Māori authority within the geographical area in which the Company operates.
7. The relevant Māori authority will become a Mana Whenua Partner Entity upon acceding to the Shareholders' Agreement by way of a deed of accession.
8. The Committee has received applications from two Māori authorities, Te Runanga o Toa Rangatira and Taranaki Whānui ki te Upoko o te Ika to become Mana Whenua Partner Entities and the Committee is asked to consider their applications.

### **Remuneration**

9. The amended Committee Terms of Reference provides that the shareholders will be responsible for remunerating the Committee members nominated by the Mana Whenua Partner Entities, and their Alternates for any costs associated with being a member on the Committee.
10. The Committee may wish to discuss what may be a reasonable fee to be paid to the Mana Whenua Partner Entity's nominated representative or the nominated alternate for attendance at each meeting.

### **Discussion**

11. The proposal is to appoint two Mana Whenua Partner Entity representatives to the Committee.
12. The two Māori authorities, Te Rūnanga o Toa Rangatira and Taranaki Whānui ki te Upoko o te Ika are Post Settlement Governance Entities. Post Settlement Governance Entities are entities created for management of Treaty Settlement interests and assets and are recognised as the formal partnership mechanism between Crown and Mana Whenua.

13. The two Māori authorities both cover the lower Wellington region in which Wellington Water operates. These entities have Crown recognition for the area in which they operate in and it makes sense that they are representing the lower Wellington region's water interests from a Mana Whenua perspective.

### Next Steps

14. If agreed, the proposal to appoint the two Mana Whenua Partner Entities and the nominated representatives will be forwarded to each shareholder council for their consideration.

### Appendices

No.	Title	Page
1	Application from Te Rūnanga o Toa Rangatira	
2	2019 06 28 CM Wellington Water Application Form	
3	2019 06 28 CM Wellington Water Letter	

**Author:** Wendy Walker  
Chief Executive, Porirua City Council

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# Te Runanga O<sup>16</sup>Toa Rangatira Inc

## Appendix 2

PO Box 50355  
Takapuwahia  
PORIRUA 5240  
Ph: (04) 238-4703  
Email: runanga@ngatittoa.iwi.nz

27 June 2019

Colin Crampton  
Chief Executive  
Wellington Water Ltd  
IBM House  
25 Victoria St  
PETONE

Tēnā koe

**Re: Wellington Water Committee**

I write in response to your email of 12 June 2019.

I would like to congratulate you and the Committee for your foresight and work to ensure that Mana Whenua are enabled to sit and act as decision-makers on the Wellington Water Committee.

This is indeed a remarkable and mana enhancing step and is a clear display of meaningful partnership in action. On behalf of Te Rūnanga o Toa Rangatira I support this proposition.

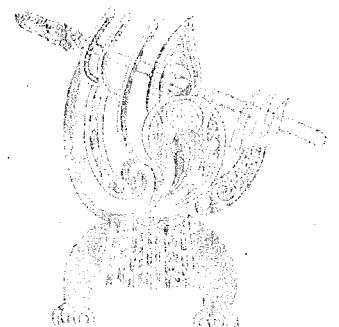
Please see attached our completed Mana Whenua Partner Entity Application Form.

I look forward to your response.

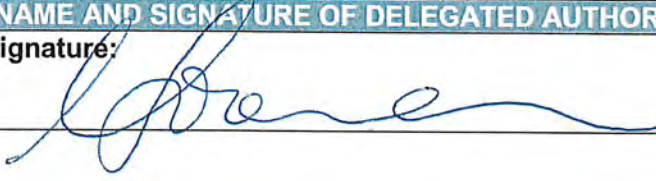
Mauriora




Tā Matiu Rei  
Executive Director  
Te Rūnanga o Toa Rangatira



WELLINGTON WATER COMMITTEE – MANA WHENUA ENTITY APPLICATION FORM			
MANA WHENUA PARTNER ENTITY			
<b>Name of Mana Whenua Partner Entity (MWPE)</b>	Te Rūnanga o Toa Rangatira Inc		
<b>Māori Authority Type</b> (please circle)	Post Settlement Governance Entity (PSGE) / mandated iwi authority for the purpose of engagement with the Crown and Local Government	Entity with delegated authority to manage Treaty Settlement interests and assets	Crown mandated entity for the purpose of Treaty Settlement
<b>Address</b>	PO Box 50355 Porirua  26 Ngāti Toa Street Takapuwhia Porirua		
<b>Phone Number</b>	Work Phone 04 238 4952	Cell Phone 027 367 7418	Home Phone
<b>Email Address</b>	naomi@ngatittoa.iwi.nz		
APPOINTED MANA WHENUA REPRESENTATIVE			
<b>Name of appointed Mana Whenua Representative</b>	Te Taku Parai		
<b>Address of representative</b>	c/o Te Rūnanga o Toa Rangatira		
<b>Phone Number</b>	Work Phone As above	Cell Phone	Home Phone
<b>Email</b>	As above		
APPOINTED ALTERNATE MANA WHENUA REPRESENTATIVE			
<b>Name of appointed alternate Mana Whenua Representative</b>	Naomi Solomon		
<b>Address</b>	c/o Te Rūnanga o Toa Rangatira		
Private Bag 39804, Wellington	Mail Centre 5045		
<b>Phone Number</b>	Work phone	Cell phone	Home phone
+64 4 912 4400	www.wellingtonwater.co.nz		

<b>Email</b>	naomi@ngatittoa.iwi.nz		
<b>NAME AND SIGNATURE OF DELEGATED AUTHORISER</b>			
<b>Name</b> Naomi Solomon	<b>Signature:</b> 		

WELLINGTON WATER COMMITTEE – MANA WHENUA PARTNER ENTITY APPLICATION FORM			
MANA WHENUA PARTNER ENTITY			
<b>Name of Mana Whenua Partner Entity (MWPE)</b>	Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui)		
<b>Māori Authority Type (please circle)</b>	Post Settlement Governance Entity (PSGE)	Entity with delegated authority to manage Treaty Settlement interests and assets	Crown mandated entity for the purpose of Treaty Settlement
<b>Address</b>	Level 3, 1-3 Tramways Building, Thorndon Quay, Wellington 6011		
<b>Phone Number</b>	Work Phone 04 472 3872	Cell Phone	Home Phone
<b>Email Address</b>	reception@portnicholson.org.nz		
APPOINTED MANA WHENUA REPRESENTATIVE			
<b>Name of appointed Mana Whenua Representative</b>	Kim Skelton		
<b>Address of representative</b>	13 Gloucester Street, Wilton, Wellington, 6012		
<b>Phone Number</b>	Work Phone	Cell Phone	Home Phone
<b>Email</b>	kim.skelton@solas.nz		
APPOINTED ALTERNATE MANA WHENUA REPRESENTATIVE			
<b>Name of appointed alternate Mana Whenua Representative</b>	Kirsty Tamanui		
<b>Address</b>	c/- Level 3, 1-3 Tramways Building, Thorndon Quay, Wellington 6011		
<b>Phone Number</b>	Work phone 027 459 9050	Cell phone	Home phone
<b>Email</b>	kirsty@portnicholson.org.nz		
NAME AND SIGNATURE OF DELEGATED AUTHORISER			
<b>Name</b>  W Mulligan	<b>Signature:</b>  		

## Appendix 4



28 June 2019

Colin Crampton  
Chief Executive  
Wellington Water Ltd  
IBM House  
25 Victoria St  
**PETONE**

Email - [Colin.Crampton@wellingtonwater.co.nz](mailto:Colin.Crampton@wellingtonwater.co.nz)

Tēnā koe Colin

### WELLINGTON WATER COMMITTEE

We thank you for your email request dated 12 June 2019, seeking Taranaki Whānui ki Te Upoko o Te Ika representation on the Wellington Water Committee.

We would like to congratulate you and the Committee for your foresight and work to ensure that Mana Whenua are enabled to sit and act as decision makers on the Wellington Water Committee. This is a remarkable and positive step and a clear display of meaningful partnership in action. On behalf of Taranaki Whānui we support this proposition.

Please see attached our completed Mana Whenua Partner Entity Application Form.

Nāku iti nei, na,

Wayne Mulligan  
Chair, Taranaki Whānui ki Te Upoko o Te Ika

Tramways Building  
1-3 Thorndon Quay  
Freeport 166974  
Wellington 6144

Telephone: (04) 472 3872  
Email: [reception@portnicholson.org.nz](mailto:reception@portnicholson.org.nz)  
Website: [www.pnbst.maori.nz](http://www.pnbst.maori.nz)

28 June 2019

File: (19/861)

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**Report no: WWC2019/3/137**

## **Proposal for South Wairarapa District Council to Become a Shareholder in Wellington Water Ltd**

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### **Purpose of Report**

1. To consider the proposal for South Wairarapa District Council (SWDC) to become a shareholder of Wellington Water Ltd ('the company').

### **Recommendations**

That the Committee:

- (i) notes and receives the report;
- (ii) notes the risk assessment report and addendum prepared by Wellington Water Ltd for South Wairarapa District Council (SWDC) setting out the risks associated with SWDC becoming a shareholder and the way Wellington Water Ltd proposes to manage these risks; and
- (iii) agrees to support the proposal and recommend to shareholder councils that SWDC become a shareholder in Wellington Water Ltd.

### **Summary**

2. The Wellington Water Committee (the Committee) has been working to make the Wellington Water model available to other willing councils within the region and as a result, the SWDC has applied to become a shareholder. In response, the Committee requested that the company complete the work necessary for SWDC to become a shareholder including carrying out a risk assessment of the proposal.

3. The Committee has undertaken a risk assessment process to understand the situation surrounding the proposal for SWDC to join and how best to manage those risks and its report is attached. An addendum has been prepared to update the original report as some work has been undertaken since the report was first prepared in April 2019.
4. The Committee has received assurance from the Board of the Company that they are comfortable accepting the risks outlined in the report.
5. The proposal is for SWDC to have a 5% shareholding in the Company. This would bring the number of shareholders of Wellington Water to six councils within the region.
6. It is considered the proposal provides broad benefits to the region and the identified risks are manageable. It is therefore recommended that the Committee support the proposal.

### **Background**

7. In 2018 the Government commenced a review on the three waters and, in response, the region worked on a proposal for better three waters management and submitted this to Government. One of the proposals was that the Wellington Water model be available to work at a regional level.
8. Since the proposal was submitted, the region has been moving forward in implementing its proposed recommendations where it can, including facilitating a process whereby interested councils can apply to become shareholders of Wellington Water.
9. The mechanism to enable this is included in the most recent changes to the governance documents that have been agreed by the shareholders.
10. The SWDC indicated an initial interest in joining Wellington Water as a shareholder in mid-2018. In response, the Committee requested that the company complete the work necessary for SWDC to become a shareholder including carrying out a risk assessment of the proposal. The Committee has now received a risk assessment report from the Chair of the company which is attached. An addendum has also been prepared to update the original report as some work has been undertaken since the report was first prepared in April 2019.
11. One of the Committee's responsibilities under its Terms of Reference is to provide recommendations to the shareholders regarding changes to the Shareholders' Agreement. On this basis, the Committee is asked to review the proposal for SWDC to join, including considering the associated risks, and if agreed, recommend to the shareholder councils that SWDC join.

### **Proposal for the South Wairarapa District Council to join Wellington Water**

12. The proposal is for SWDC to join Wellington Water as a shareholder. This would bring the number of shareholders to six councils within the region.

13. The proposal is for SWDC to have a 5% shareholding and for the shareholders to issue the following shares:
- 150 Class A Shares (voting rights)
- 25 Class B Shares (\$2,000 per share)
14. Each shareholder will have the same amount of voting A shares. The B shares are only relevant on a winding up of the assets of the company.
15. The basis on which Class B shares has been calculated is a relative size methodology based on operational costs. The buy-in price (\$2,000) is the same amount per share paid by the other shareholders.
16. A revaluation of the company has not been completed to determine share value although an evaluation of the share allocation could potentially occur as part of any future governance review if this was desired.
17. It is proposed SWDC officially join on 1 October 2019.

### **Benefits of the proposal**

18. There are a number of benefits to this proposal including:
- The shareholders demonstrating that local government can proactively work together to work on a regional basis and look after its smaller neighbours.
  - Continuing to scale up and build critical mass and capability within the region under a shared service delivery model.
  - Greater buying power as a shared service.
  - Providing services to a council with a different service delivery model (rural based, meters, discharge to land experience) will grow the Company's knowledge and capability as well as inform shareholder councils.
  - Strengthening emergency resilience within the region due to geographical spread.

### **Disadvantages of the proposal**

19. The only clear disadvantage is that SWDC is remote and would be the only shareholder council in the Wairarapa.
20. Some councils may consider there is a disadvantage in having additional shareholders as there are more decision makers. However, arguably, this is balanced by the diverse pool of experience from which to draw.

### **Wellington Water has completed a risk assessment**

21. Wellington Water has completed a high level risk assessment and the attached report sets out these risks.



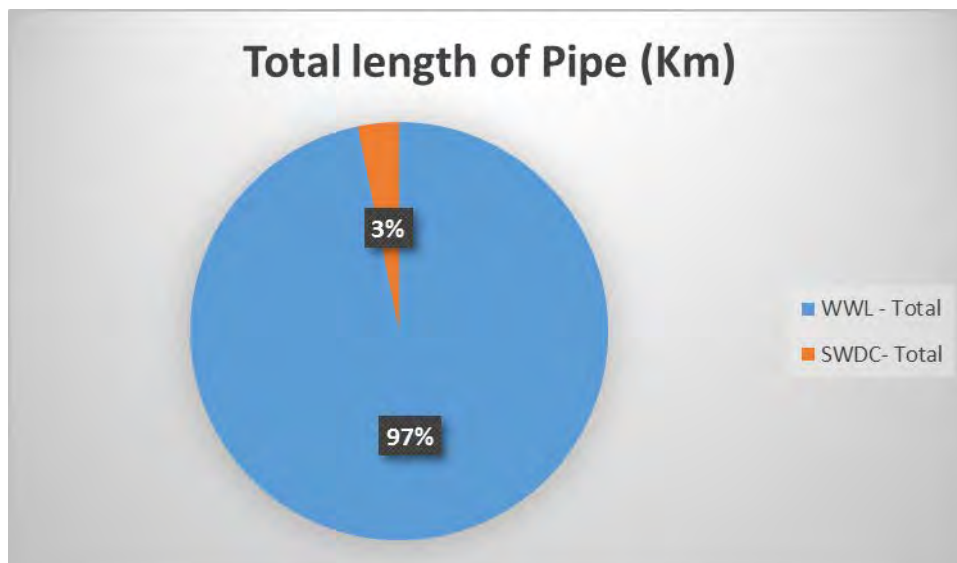
22. The risk assessment process considered the risk of SWDC's current water services activity for drinking water supply, wastewater, stormwater and water races from two main perspectives:
- The impact on the company - focusing on the risks associated with SWDC's current operations.
  - The impact on the broader Wellington Water model - the other shareholders' interests around resourcing Wellington Water's client-councils' work programme and impact on the provision of level of service.

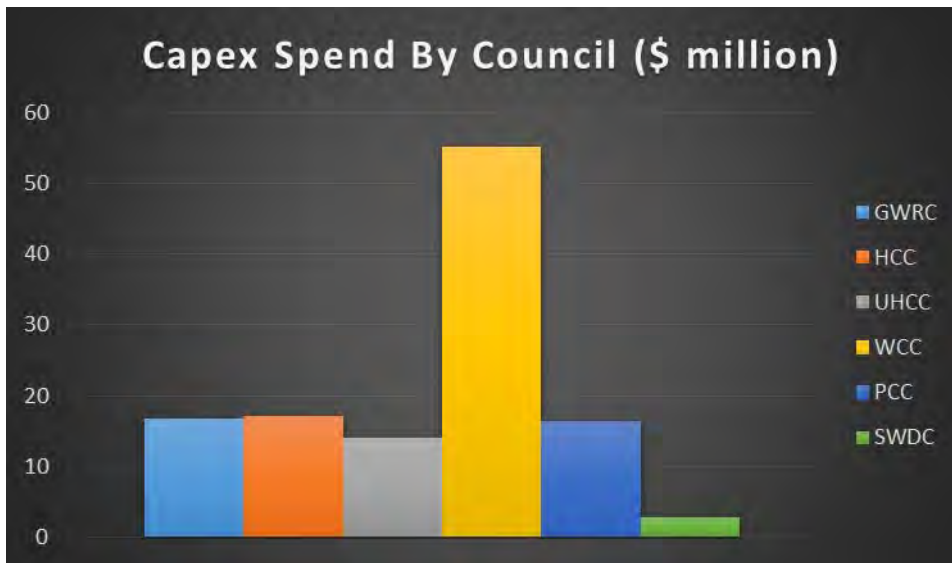
*Risks to SWDC's current operations*

23. The company has assessed the risks to SWDC's current operations which Wellington Water are assuming control of as being low.
24. In the original risk assessment report, it was assessed as medium because of issues associated with SWDC's treatment plants: Martinborough's water treatment plan upgrade and the consenting process for Featherston's wastewater treatment plant. However, work has now been progressed in these areas and so these risks have been reduced.

*Risks to the Wellington Water model*

25. The company has assessed the risks to the Wellington Water model as being low due to the size of the SWDC.
26. The proposed SWDC shareholding is 5%. The SWDC's water budgets would typically be less than 5% of the regional budgets managed by Wellington Water and approximately 2% of the regional pipe network (refer to graphs below).





27. A very large adverse event in SWDC in terms of stress on Wellington Water resources would be equivalent to a relatively minor event in one of its metropolitan councils. For example, a repeat of an incident on the scale of the recent Martinborough *Ecoli* incident would typically tie up approximately five staff for two weeks.
28. The company proposes to manage any adverse event risks by implementing a robust transition plan.
29. The company's Board has expressed comfort in accepting the risks outlined in the report.

### Discussion

30. The Committee has previously expressed a desire for the Wellington Water model to operate at a regional level and to work with willing councils to make this happen. This provides an opportunity to demonstrate the ability to continue to scale up the shared service delivery model.
31. Accepting SWDC as a shareholder in Wellington Water is not without risk. However, the risks need to be considered within the broader context of how the risks will be managed, as well as considering the impact on the whole region and the size of Wellington Water's operations.
32. The risk assessment report outlines the risks and sets out how the risks will be managed. The risks appear to be low and are unlikely to have a significant adverse effect on the Wellington Water model as a whole. Like all the other shareholders, SWDC will continue to own its water assets and control the level of investment. Current funding levels have been assessed as being adequate.
33. The biggest risk is that SWDC will utilise the Company's resources in a disproportionate manner to the other client councils because of adverse events such as Martinborough's recent water supply issue. However, this is unlikely to happen as the SWDC is a small council and Wellington Water has the scale and capability to manage these issues. In the Martinborough

situation, Wellington Water was able to quickly provide assistance while at the same time, building its own response and technical capability.

34. There is a level of reputational risk to the other shareholders should an adverse operational event occur. However this would be managed through the company's normal controls – as are events for the other shareholder councils.
35. Taking into account the broader advantages that a regional service delivery provides, it is therefore recommended that the Committee support the proposal for SWDC to join.

### Next Steps

36. If the proposal for SWDC to join is supported, the Committee's recommendation will be forwarded to each of the shareholder councils for their approval if agreed.

### Appendices

No.	Title	Page
1	Letter dated 7 June 2019 from David Wright, Chair, Wellington Water - Risk Assessment Report	
2	Attachment to Letter - SWDC Risk Assessment Report	
3	Letter dated 26 June 2019 from David Wright, Chair, Wellington Water - Addendum to Risk Assessment Report	
4	Attachment to Letter - Addendum to Risk Assessment Report	

**Author:** Wendy Walker  
Chief Executive, Porirua City Council

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## Appendix 6

7 June 2019

Deputy Mayor, David Bassett  
Chair, Wellington Water Committee  
C/- Hutt City Council  
Private Bag 31912  
Lower Hutt 5040

Dear David

In 2018 the Government commenced a review on the three waters and, in response, the region worked on a proposal for better three waters management and submitted this to the Government. One of the proposals was that the Wellington Water model be available to work at a regional level.

As you are aware, the shareholders are now working through their processes to amend the governance documents to enable the proposals.

Last year, when the Water Committee resolved to allow other councils in the region to become shareholders in Wellington Water, the South Wairarapa District Council (SWDC) wrote to you, as Chair, to express an initial interest in becoming a shareholder.

As a result, the Water Committee asked Wellington Water to complete the work necessary for the SWDC to become a shareholder including carrying out a risk assessment of the proposal.

The risk assessment for the SWDC has now been completed and the report is attached for the Water Committee's consideration.

The risk assessment looked at the SWDC's current water services activities for drinking water supply, wastewater, stormwater and water races from two main perspectives:

- I. The impact on the company which focused on the risks associated with the SWDC's current operations; and
- II. The impact on the broader Wellington Water model, including considering the other shareholders' interests around resourcing the councils' work programmes.

The Wellington Water Board has considered the risks outlined in the report and is comfortable with the company managing the risks that have been outlined.

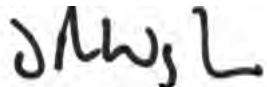
It believes that while there is a medium level of risk, given the small size of the SWDC, and the types of risk associated with its operations, the risks are manageable. Wellington Water has sufficient weight and depth of capability that allows it to confidently respond to whatever situation is likely to arise in the same manner it would do for the other shareholder councils.

While there are some current risks to the SWDC's treatment plants, it is worth highlighting that ultimately all risks with the assets sit with the client councils, and in this case, the SWDC appear to be in a relatively strong financial position to be able to pay for the upgrades needed.

Overall, we would consider that the benefits of operating at a broader regional level would outweigh any concerns.

If you have any questions please do not hesitate to let me know. I look forward to seeing you at the Committee meeting on 12 July 2019.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Wright'.

David Wright  
Chair, Wellington Water Board

# **Attachment A: Risk Assessment Report for South Wairarapa District Council Becoming a Shareholder**

## Introduction

1. On 17 April 2019 South Wairarapa District Council (SWDC) formally voted to join Wellington Water as a shareholder.
2. Wellington Water has prepared this risk assessment report to summarise its work to date and inform the Wellington Water Board and its client councils of the risks associated with the SWDC becoming a shareholder.

## Context

3. The SWDC covers Greytown, Featherston and Martinborough and has about 10,000 people and 4,000 rateable properties. They manage four waters: water supply, waste water, storm water and water races. For Financial Year 2019/20, the cost of the four waters services accounts for roughly 23% of total council OPEX and 45% of council CAPEX.
4. The SWDC runs two public water supply systems, Greytown (for Greytown and Featherston) and Martinborough. There are three water treatment plants, approximately 100km of pipes and 4,000 connections. There is also a small community scheme and treatment plant serving the equivalent of 10 properties in Pirinoa.
5. The SWDC has four wastewater systems, servicing the Featherston, Greytown, Martinborough and Lake Ferry communities with approximately 70km of pipes and four wastewater treatment plants.
6. There is a minimal amount of stormwater infrastructure in the district.
7. There are two Water Race systems in the SWDC and these primarily supply stock water to rural properties. Longwood Water Race in Featherston is approximately 40km long and Moroa Water Race in Greytown is approximately 225km long.
8. The proposal is for the SWDC to become a shareholder which will mean there will be a total of six shareholders who own Wellington Water. The SWDC will be able to appoint a member to the shareholder councils' joint Wellington Water Committee.

## Financial Context

9. The SWDC have an annual water services operational budget of approximately \$3.5m. This covers spend to pay suppliers, materials, subcontractors, council overheads and financing costs. The capital spend varies according to the Long Term Plan. However, for the 2019/20 financial year, the proposed spend is approximately \$1.3m.
10. All connections are metered in the SWDC with a standard charge up to a set limit. Usage over this level is charged on a volumetric basis. Our financial assessment indicates that the SWDC rate at a sensible level to fund water.
11. As demonstrated with the funding of the Martinborough water treatment plant upgrade, the SWDC has some financial headroom.
12. Wellington Water has had initial discussions with the SWDC to start to develop a transition plan and budget and obtain all the detailed financial and commercial information required.

## Methodology

13. To assess the risks of the SWDC joining the shared services model, Wellington Water has carried out the following:
  - a) Assessment of the SWDC's finances with regard to funding of water services;
  - b) SWOT analysis workshop with the SWDC's elected members;
  - c) Workshops with the SWDC's officers and Wellington Water's Three Waters Decision Making Committee; and
  - d) Observations from Wellington Water's involvement in the recent E-coli incidents in Martinborough and various other pieces of work Wellington Water has assisted the SWDC with over the past two years.
14. It's worth noting all transition work went on hold for four weeks in April when the SWDC delayed their decision to join as a shareholder. The recent E-Coli incident also put a strain on the SWDC's resources. This has meant the assessment that has



taken place is limited in its scope; however, the level of detail is considered sufficient to reach the requisite conclusions.

15. Wellington Water has carried out a risk assessment in two areas as requested by the board:
- a) How the SWDC currently operates its waters services to understand the risks Wellington Water is taking on, and the impact on the Company; and
  - b) The impact on the other shareholders in so far as it might affect resourcing of client councils' work programmes and the broader Wellington Water model.

## Risk Assessment Findings

### The SWDC's Current Operating Risks

16. Wellington Water has assessed the current the SWDC's operating risks to be:
- a) The Martinborough drinking water quality and the risk to public health;
  - b) A non-collaborative relationship with the Greater Wellington Regional Council and the risk of unfavourable outcomes as per the Featherston wastewater treatment plant consenting process;
  - c) The SWDC has a very small water team which means they have no backup and are unable to cover all technical areas. The risk is that they are unable to cope with the everyday issues they face;
  - d) Too much reliance on a single supplier who does not have the requisite expertise and experience;
  - e) A lack of systems and process means they have an elevated risk of things going wrong and this in turn means there is the risk that issues get solved in isolation with unexpected knock on effects; and
  - f) A culture of 'wanting to fix the immediate problem' instead of the underlying cause.

## Discussion of the SWDC's Current Operating Risks

17. Wellington Water considers the SWDC's current operations present a medium level of risk mainly due to the Martinborough treatment plant upgrade and the consenting process for the Featherston wastewater treatment plant.
18. To manage the Martinborough treatment plant upgrade risk, Wellington Water has agreed with the SWDC that it will enter into contractual arrangements to lead on this work prior to any transition work.
19. The Martinborough treatment plant upgrade is now being delivered through Wellington Water's major projects team. This means the cost, reputation and programme risks are being well managed. Wellington Water is now looking on this risk as an opportunity to demonstrate the effectiveness of its capability. It should be noted that the SWDC are still accountable for the current risk with the water supply system in Martinborough but Wellington Water is providing support and advice.
20. The consent process for the Featherston treatment plan is more complicated. The approach taken to date by the SWDC around collaboration has not been ideal. In moving forward Wellington Water would look to demonstrate collaborative behaviours and promote transparency where possible but there may be challenges in leading up to and through the hearings process. Long term, Wellington Water will look to implement the same collaborative approach it uses for its other client councils when working with the regional council.
21. The SWDC's in-house water capability and capacity is insufficient at present. Wellington Water is providing support and advice as required and giving the SWDC access to wider resources available through its water family. Post transition, this risk will no longer exist.
22. The SWDC currently relies on CityCare to operate and maintain its treatment plants and networks. This contract is scheduled to end in October which aligns with the 'go live' date. CityCare have had problems with staff turnover in the SWDC and its staff lack experience. To minimise the greatest risk (water treatment) Wellington Water is looking at bringing forward the recruitment of water treatment plant operators as part of the transition process.

23. During Wellington Water's recent involvement with the SWDC, it has uncovered some sub-optimal cultural behaviors in the health & safety space such as turning off alarms rather than finding the root cause of issues. This is not helped by a lack of systems and processes. As part of the change process Wellington Water will look to use key resources who will champion the culture it aspires to have. Wellington Water will be looking at systems and processes that are regionally consistent while also fit for local purpose.

### SWDC Risks to the Wellington Water Model

24. Wellington Water has assessed the risks to the company and its existing client councils that make up the Wellington Water model, to be:
- a) The SWDC issues take a disproportionate amount of Wellington Water resource and the focus is taken away from the other shareholders;
  - b) Issues arise that affect the reputation of Wellington Water and it reflects poorly on its owners; and
  - c) A lack of capability in discharge to land skills and possible unforeseen outcomes.

### Discussion of the Risks to the Wellington Water Model

25. Wellington Water considers the risks to the Wellington Water model to be low. The reason for this assessment is down to scale. The proposed SWDC shareholding, based on a relative size methodology, is 5%. Wellington Water currently manages combined CAPEX and OPEX budgets in the region of \$130m and the SWDC at \$6.5m would typically represent less than 5% of annual spend. Wellington Water also manages over 7,000km of pipes for its existing five client councils. The SWDC has 160km or just over 2% of the regional network.
26. One of the key lessons learned from Wellington Water's involvement in the February Martinborough E-coli incident is that with its scale, systems and capability, it was able to get on top of and resolve the issue in a matter of days, rather than the weeks it took the SWDC. As a result, the impact on reputation was minimised or even possibly enhanced because of the positive result.

27. As part of the transition Wellington Water will have independent assessments carried out on all the SWDC critical assets. In addition, the assessments will be benchmarked and used to programme out any improvements required in a planned manner.
28. The transition phase will also be critical to mitigate any reputational risks to Wellington Water. It will be agreeing with the SWDC the phasing of items such as the ownership of consents and service delivery to customers.
29. Regarding the discharge to land capability, Wellington Water does have some experience in the company and the existing SWDC water staff will bring their knowledge to the company. Also, Wellington Water now has its service delivery strategy in place which means it is able to call on the extensive capability available within its wider supplier family.
30. When 'go live' happens, Wellington Water's Customer Operations Group will operate the wastewater treatment plants. Through the transition process Wellington Water will work with Fulton Hogan to ensure it has the right capability operating these plants.

## Conclusions

31. In summary, Wellington Water is not concerned about what it will take to manage the identified risks given the scale of the SWDC's water services compared with the overall networks Wellington Water manages in the region. For example, heavy rain in the Wellington CBD would put more strain on the company's resources during, and in the month's post-event, than a very large issue in the SWDC.
32. Over the coming months as Wellington Water works through the transition process, other risks may be uncovered. However, Wellington Water does not envisage any show stoppers at this stage that can't be managed.
33. Ultimately, with the Wellington Water model, all risks with the assets and setting and achieving levels of service sit with the client council. Wellington Water has undertaken a financial assessment and concluded that the SWDC currently rate at the right level to fund for water.

## Appendix 8

26 June 2019

Deputy Mayor, David Bassett  
Chair, Wellington Water Committee  
C/- Hutt City Council  
Private Bag 31912  
Lower Hutt 5040

Dear David

### **Addendum to South Wairarapa District Council Risk Assessment Report**

Further to my letter dated 7 June 2019 enclosing the South Wairarapa District Council Risk Assessment Report, we wish to provide you with an update to the report due to recent work completed by Wellington Water.

Wellington Water has completed some work under contract in relation to Martinborough's drinking water treatment plant and the Featherston wastewater treatment plant consenting process. As a result, a reassessment of the risks has been undertaken.

You will recall the assessment considers two types of risk:

- a) How the SWDC currently operates its water services to understand the risks Wellington Water is taking on, and the impact on the Company, and
- b) The impact on the shareholders in so far as it might affect resourcing of client councils' work programme and the broader Wellington Water model.

The level of risk associated with the South Wairarapa District Council's operations (a) has now changed from medium to low.

The level of risk associated with the Wellington Water model (b) remains low.

I trust the enclosed Addendum will support the Water Committee and shareholders in their consideration.

If you have any questions please do not hesitate to let me know. I look forward to seeing you at the Committee meeting on 12 July 2019.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Wright'.

David Wright  
Chair, Wellington Water Board

# **Addendum to the South Wairarapa District Council Risk Assessment Report**

## Introduction

1. In April 2019 Wellington Water produced a risk assessment report for the Wellington Water Board and its client councils to inform them of the risks associated with South Wairarapa District Council (SWDC) joining Wellington Water as a shareholder.
2. This report was based on the information it had available at the time and summarised the work to date.
3. Wellington Water now considers it is appropriate to provide an update as the additional work completed since April has reduced the level of risk of the SWDC joining Wellington Water.

## Scope

4. The scope of this update is limited to the risks that have changed since April 2019.
5. The original risk assessment focussed on two areas:
  - a) How the SWDC currently operates its waters services to understand the risks Wellington Water is taking on, and the impact on the Company; and
  - b) The impact on the other shareholders in so far as it might affect resourcing of client councils' work programmes and the broader Wellington Water model.

## Updated Risk Assessment Findings

### The SWDC's Current Operating Risks

6. Wellington Water considers the level of risk associated with the SWDC's operations has now changed from medium to low.
7. This is because of the work it has been involved with (under contract) to manage the two biggest risks, ie: the Martinborough drinking water quality risk to public health and the SWDC's relationship with the Greater Wellington Regional Council and the risk of unfavourable outcomes to the Featherston wastewater treatment plant consenting process.



8. The Martinborough treatment plant upgrade project design has progressed well under the direction of Wellington Water's major projects team on a contractual basis. It has used its existing supplier relationships to assemble an expert team of designers and constructors that now means it is developing a good design with a clear understanding of the full scope and all the risks, particularly cost and programme, and has confidence it can deliver a successful outcome in time to meet summer demand.
9. Also the current operating risk around Martinborough's drinking water quality is reduced as the SWDC now has temporary chlorination in place and has demonstrated the ability to meet winter demand with no customer complaints.
10. With the Featherston wastewater treatment plant consenting process Wellington Water has successfully intervened and reached an agreement to delay the hearings that were due to take place in May.
11. This delay has allowed Wellington Water to facilitate a vast improvement in the relationship between the SWDC and the GWRC. The parties have agreed to stop communicating with each other through lawyers and are now working together on the remaining items of difference.
12. They have recently issued a joint memorandum to the hearings panel advising how they will be working together.
13. The delay in hearings has also allowed the SWDC to carry out a consultation and engagement process with the community and the SWDC are now using Wellington Water's consultancy panel to manage the process effectively.
14. The remaining operating risks outlined in the original report remain unchanged and are related to current in-house and supplier capability. These risks are being addressed as part of the transition process so they will no longer be an issue post 1 October.

### **SWDC Risks to the Wellington Water Model**

15. Wellington Water considers the risks to the Wellington Water model to be unchanged and still considered low.

16. Wellington Water has been involved with work (under contract) over the last couple of months that has tested its theory around relative scale and strengthened its initial assessment.
17. Wellington Water's ability to assist relatively easily in bringing the two previously noted major risks under control has demonstrated the relative scale and depth of capability of the two organisations.

## Conclusions

18. In summary Wellington Water now considers the overall risk to Wellington Water and its existing client councils as low.
19. Wellington Water's capability and capacity has already actively demonstrated an ability to get on top of risks that have traditionally been considered large in scale for the SWDC.

# Appendix 10

## WELLINGTON WATER LIMITED ("Company")

### SPECIAL RESOLUTION OF SHAREHOLDERS APPROVING SHARE ISSUE

*(Clause 5.1 of the Company's Constitution and section 107(2) of the Companies Act 1993)*

#### INTRODUCTION

On the understanding that there would be, and subject to and conditional on, unanimous agreement of the existing holders of Class A Shares in the Company, the directors of the Company have resolved to issue to South Wairarapa District Council ("**SWDC**") the shares described in the **attached** resolution of the directors of the Company ("**Board Resolution**").

#### NOTED

1. The New Shares (as that term is defined in the Board Resolution) will be issued pursuant to section 107(2) of the Companies Act 1993 ("**Act**") and clause 5.1 of the Company's Constitution. Therefore, the unanimous agreement of the existing holders of Class A Shares is required.
2. Clause 5.1 of the Company's Constitution provides that section 45 of the Act applies.
3. The New Shares will be issued one Business Day following the signing of this Special Resolution.

#### RESOLVED UNANIMOUSLY:

1. Each of the shareholders of the Company hereby unconditionally and irrevocably approves and consents to the Company issuing the New Shares to SWDC and entering into any documentation which is required from time to time to give full effect to such issue of the New Shares.
2. Pursuant to clause 5.1 of the Company's Constitution, each of the shareholders of the Company hereby waives its pre-emptive rights under section 45 of the Act in respect of the New Shares.
3. Should it be required, each of the shareholders of the Company hereby confirms, approves and ratifies the Board Resolution.

**DATED:** 2018

**SIGNED** by all of the shareholders of the Company:

**WELLINGTON CITY COUNCIL** by:

**HUTT CITY COUNCIL** by:

\_\_\_\_\_  
Signature of authorised signatory

\_\_\_\_\_  
Signature of authorised signatory

\_\_\_\_\_  
Name of authorised signatory

\_\_\_\_\_  
Name of authorised signatory

\_\_\_\_\_  
Designation of authorised signatory

\_\_\_\_\_  
Designation of authorised signatory

**UPPER HUTT CITY COUNCIL** by:

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Signature of authorised signatory

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Name of authorised signatory

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Designation of authorised signatory

**PORIRUA CITY COUNCIL** by:

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Signature of authorised signatory

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Name of authorised signatory

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Designation of authorised signatory

**WELLINGTON REGIONAL COUNCIL** by:

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Signature of authorised signatory

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Name of authorised signatory

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Designation of authorised signatory

# Appendix 11<sup>189</sup>

## WELLINGTON WATER LIMITED ("Company")

### RESOLUTION OF DIRECTORS TO ISSUE SHARES

(Clause 4.1 of the Company's Constitution and section 42 of the Companies Act 1993)

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#### INTRODUCTION

1. The Company intends to issue to South Wairarapa District Council ("**SWDC**"):
  - (a) [insert number] Class A Shares; and
  - (b) [insert number] Class B Shares,(together, the "**New Shares**"), in accordance with clause 4.1 of the Company's Constitution ("**Constitution**") for total consideration of [insert].
2. In accordance with the Constitution, this resolution to issue shares is subject to and conditional on the approval by a Special Resolution of the existing holders of Class A Shares in the Company, and therefore the New Shares will only be issued following the passing of a Special Resolution by the relevant shareholders' approving the issue of the New Shares.

#### RESOLVED UNANIMOUSLY:

1. Subject to section 42 of the Companies Act 1993, and clause 4.1 of the Company's Constitution, the New Shares will be issued to SWDC for the consideration outlined above one business day after the passing of a Special Resolution by the existing holders of Class A Shares approving the issue of the New Shares.
2. In the opinion of the Board, the consideration for, and the terms of issue of the New Shares are fair and reasonable to the Company and all existing shareholders.
3. Any director be authorised to give or file all necessary notices under the Companies Act 1993 and any other relevant legislation, and to do all other things necessary in connection with the offer and the issue of the New Shares, including updating the share register of the Company and the records of the Companies Office.
4. This resolution may be signed by the directors of the Company in one or more counterparts (by scanned pdf or otherwise), each of which when so signed will be deemed to be an original, and such counterparts together will constitute one and the same instrument.

**DATED:** 2019

**SIGNED** by all of the directors of the Company:

\_\_\_\_\_  
Philip Gerard Barry

\_\_\_\_\_  
David John Benham

\_\_\_\_\_  
Cynthia Elizabeth Brophy

\_\_\_\_\_  
Geoffrey Mark Dangerfield

\_\_\_\_\_  
David Robert Wright

**MAYOR AND COUNCILLORS  
COUNCIL MEETING (14 August 2019)**

(From the Strategic Policy Manager)

(Through the Director of Business Services and Customer Engagement)



File: 331/50-005

5 August 2019

## **Appearance Industry Bylaw**

### **Purpose of report**

1. The purpose of this report is to provide an update on Appearance Industry Bylaw.

### **Recommendation**

It is recommended that Council receives the report.

### **Background**

2. Appearance industries or personal appearance services relates to modification or enhancement of the human body. This includes tattoo shops, beauty salons, cosmetic clinics, spas, manicure and pedicure salons and nail clinics, and ear, nose and body piercing businesses. It does not apply to health care facilities or registered medical practitioners.
3. Unlike many overseas countries there is no law in New Zealand that regulates the appearance industry. If a perceived problem is identified by a council then it is up to the local authority to set minimum standards in regulations that apply to the businesses operating in the local authority's area.
4. In 2018, the Regional Public Health did a survey of nail and beauty salons from across the Greater Wellington region, including the Hutt Valley. The findings highlighted that New Zealand does not have a national guideline for safe practice and infection prevention for manicures and pedicures. In addition it showed that very few operators who provide manicures and pedicures were completing all the steps to adequately clean, disinfect and sterilise equipment that cuts or pierces the skin.
5. The introduction of a joint Health and Hygiene Bylaw has been discussed at a number of Hutt Valley Services Committee (HVSC) meetings. The purpose of the proposed bylaw would be to promote and protect public health by requiring individuals and premises providing services of beauty enhancement therapy treatments including nails and waxing, skin and body piercing and tattooing to comply with minimum standards around sterilisation and hygiene. The intention would be to reduce the risk of injury, transference of communicable diseases such as Hepatitis B and C, HIV/AIDS, viral, bacterial or fungal skin or wound infections.
6. At the HVSC meeting in November 2017, officers were asked to include the Health and Hygiene Bylaw (now the Appearance Industry Bylaw) to the agenda for its February 2018 meeting with a report detailing a timeline for its progress. A timeline was provided and finalised at the HVSC meeting on 1 March 2019.

7. It was noted at the meeting on 1 March 2019 that Hutt City Council would undertake a pre-consultation process using the resources developed to date as it related to Hutt City. The results of the pre-consultation process could then be used by Upper Hutt City Council to either inform the development of their own Appearance Industry Bylaw or agree to make a joint bylaw with Hutt City Council to cover the Hutt Valley.
8. Hutt City Council undertook a pre-consultation phase in April/May 2019. A report outlining the findings of the pre-consultation and next steps will be presented to the Hutt Valley Services Committee meeting on Friday 30 August 2019.

## Discussion

9. Section 155 (1) of the Local Government Act 2002 states that *“a local authority must, before commencing the process for making a bylaw, determine whether a bylaw is the most appropriate way of addressing the perceived problem”*.
10. Upper Hutt City Council did not proceed with the pre-consultation phase as further exploration of the ‘perceived problem’ in Upper Hutt was needed. This work would then determine whether a bylaw was the most appropriate way of addressing any perceived problem.
11. To date, analysis of the perceived problem has not been completed and there has been no direct contact with individuals or premises in the appearance industry in Upper Hutt.
12. Furthermore, resourcing to ensure the effective implementation of the bylaw e.g. processing of registration applications and undertaking inspections of premises, needs to be taken into account in the assessment of whether a bylaw is the most appropriate method of addressing the problem.
13. If a proposed bylaw was introduced, there would be registration and inspection costs and other costs to ensure operators were meeting appropriate hygiene standards. Due to this, it is important to undertake pre-consultation to gather information and feedback from the businesses that will be affected by the introduction of a bylaw. The appearance industry should be fully aware of the possible impacts and it is important that the process is open and transparent.
14. The Strategic Policy team has a number of work streams on the go that have been slow to progress due to staff changes, and there is now a level of urgency to complete a number of these. A dedicated focus is required to complete the review of the Sustainability Strategy while ensuring all legislative requirements are met for bylaws and policies. In addition to the Sustainability Strategy, the following reviews are currently in the 2019/2020 work programme: Class 4 Gambling Venue Policy and New Zealand Racing Board (including TAB) Venue Policy; Water Supply Bylaw and Brothels Bylaw. There is also a need to plan and carry out the post-election processes and therefore the workload for the team is demanding.

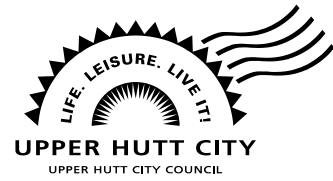
## Next steps

15. It is recommended that Council does not proceed with the Appearance Industry Bylaw at this time, given the work plan already set out.
16. Officers propose to complete an analysis of the perceived problem, including the landscape of the appearance industry, specific to Upper Hutt. Realistically, this work will be undertaken in mid-2020. Following this analysis, officers will report back to Council and outline the process going forward.

Kate Glanville  
**Strategic Policy Manager**

**HIS WORSHIP THE MAYOR AND COUNCILLORS  
ORDINARY COUNCIL (14 AUGUST 2019)**

(From the Parks and Reserves Manager)  
(Through the Director Asset Management and Operations)



File: 325/02-001

Ref: BHL

22 July 2019

## State Highway 2 - Mowing Maintenance Options

### Purpose of report

- At the City Development Committee (17 July 2019) it was resolved:  
*“That the Committee defers consideration of increasing the mowing budget by \$30,000 per annum for the duration of the contract for the mowing of the State Highway berms in the northern entrance to the city, to enable investigation of alternative options and costings to be developed and reported to the next Council meeting on 14 August 2019.”*
- The following report provides various options for consideration.

### Recommendation

It is recommended that Council agrees to reduce the frequency of mowing along State Highway 2 from the Maoribank intersection to Norana Road to 12 cuts per year and provide an additional \$14,400 per annum to cover the cost of Level 2 traffic management until such time that Level 2 traffic management is no longer required.

### Background

- The Northern Mowing contract is for miscellaneous areas from Totara Park Road to Plateau Road. These are areas within the road reserve **not** being maintained by the adjoining property owners. Part of the contract covers the berm areas on State Highway 2 from the Maoribank intersection to the Norana Road intersection which has a speed limit of 70 km/hr.
- Due to the speed limit this area requires a Level 2 traffic management plan which must be approved by Capital Journeys on behalf of the New Zealand Transport Agency (NZTA).
- For the purpose of tendering, the contract allowed for the contractor to mow the areas 22 times per year. A separate price for traffic management (in addition to the mowing cost) was obtained. In 2016, this was estimated at \$26,400 per annum based on mowing being carried out for 22 cyclic cuts (\$1,200 per cycle). The cost of mowing the sites in this stretch of road for 22 cuts is \$5,680 per annum, bringing the total cost to \$32,080. As this is a performance based contract it is possible that the contractor could mow less than 22 times, but they could also be required to mow the area more than 22 times.
- Council engaged a traffic consultant to develop a traffic management plan which was rejected by Capital Journeys as it didn't fully comply with the Code of Practice for Temporary Traffic Management (CoPTTM). In late 2016, a decision was made to cease all mowing in that area. The response from the public and media encouraged Council to resume mowing the areas without an



approved Traffic Management Plan (TMP) but with a lower level of traffic management in place. This is non-compliant and in the event of an accident related to the mowing activity it is likely that Council would be exposed to prosecution.

7. Point 6 (above) also highlights that Council, as a road controlling authority, requires and enforces the use of approved TMPs on its own network and so it is inconsistent that we would be entering into behaviour that we wouldn't normally condone.
8. Therefore there are two significant issues at play:
  - a. Without an approved traffic management plan Council is seen as condoning unsafe work practices; and
  - b. To minimise and mitigate risks will incur either greater cost or alternatively reduces the level of service.
9. With regards to level of service the cost of mowing is based upon a notional 22 cuts per year and this remains constant irrespective of the actual number of cuts. However the variability is that traffic management is approximately \$1,200 per cut and this is directly related to the actual number of cuts.

## Options

10. Several options have been considered and are identified as follows:

Option	Discussion
<p><b>Option 1:</b> Status quo, where minimal traffic management is utilised and a good standard of grass control is achieved.</p>	<p>The quality of the mowing will remain the same and the cost of mowing will also remain the same. However, the risk to Council under the Health and Safety Act 2016 remains high, especially considering that Council is aware of this situation. There is significant reputational and legal risk.</p>
<p><b>Option 2:</b> Lower the frequency of mowing for the berms in this area, changing the contract to a measure and value contract so that a specified number of cuts can be nominated, therefore allowing Council to control the cost by designating the number of cuts.</p>	<p>By lowering the number of cuts required could affect the quality of presentation and could generate some backlash from residents regarding a lower standard.</p> <p>If the frequency of mowing was changed from 22 cuts per year to 12 cuts (once per month) mowing costs would drop to \$3,096 per annum and traffic management to \$14,400 to a total of \$17,496, a saving of \$14,611.</p>
<p><b>Option 3:</b> Lowering of the speed limit to below 65 km/hr. This will mean that traffic management would be reduced from the level 2 requirements and potentially limited to temporary warning signs.</p>	<p>Council has been advised that lowering the speed limit to below 65 km/hr has been on NZTA's work programme for the past two years. Council has recently been advised that the limit is likely to be reviewed within the coming year. A lowering of the speed limit would significantly reduce traffic management to the point that the status quo costs would apply. However this option is not immediately attainable.</p>
<p><b>Option 4:</b> Do not mow these areas and advise NZTA to deal with any complaints that could arise as the land is theoretically under their control.</p>	<p>It is likely NZTA will not support this option on the basis that the level of current maintenance falls outside their nationwide maintenance policy and will no doubt refer the complaints back to Council to deal with. This has happened in the past and is deemed not to be satisfactory.</p>

<p><b>Option 5:</b> Plant the areas currently mown with wildflowers.</p>	<p>Historically, NZTA published criteria for planting wildflowers on State Highways as an alternative method for managing roadside verges. After a two year trial period the use of wild flowers ended as the flowers did not seed well and the areas became infested with weeds. Not only did it look unkempt but required more attention from maintenance staff which increased traffic management costs and decreased safety. The costs were deemed excessive, compared to mowing.</p> <p>The costs associated with planting all the areas currently mown by Council along State Highway 2 is summarised below.</p> <p><b>First year establishment, maintenance and Traffic control costs.</b></p> <p>This includes removal of unsuitable material, the provision of growing medium and traffic management = \$128,575.</p> <p><b>Annual Maintenance - Year 2 and onwards</b></p> <p>This cost includes an annual cut down and removal, seed sowing, weed control, mowing, traffic management - \$64,650</p> <p>Based on the estimated costs to provide a display and the unlikely success, it is not recommended to pursue this option.</p>
<p><b>Option 6:</b> Attempt to renegotiate an engineering solution for reduced Traffic Management requirement on a Level 2 road.</p>	<p>Due to increased awareness and the importance on Health and Safety in the work place, it is most unlikely NZTA will consider relaxing their stance on safety issues. In fact it is more likely that NZTA will police requirements more stringently, especially after several recent work accidents on Highways.</p>
<p><b>Option 7:</b> Maintain areas at the same frequency with full traffic management</p>	<p>The standards of mowing would remain the same, but the cost of the Level 2 traffic management is estimated to be between \$25,000 and \$30,000, which would be subject to NZTA approval.</p>

## Significance

11. This matter is considered to be “having significance, but is not sufficiently important to be significant” therefore Council is required to make a formal resolution before any action may be taken.

## Consultation

12. No community consultation or engagement is required.

## Legal considerations

13. Council has an obligation under the Health and Safety at Work Act 2015 and Health and Safety at Work Regulations 2016 to ensure its contractors operate in a safe environment.
14. Worksafe is likely to seriously consider a prosecution, if a code of practice was not being adhered. CoPTTM is a code of practice.

### **Financial considerations.**

15. The financial impacts on the various options are summarised below.

**Option 1** - Status Quo - \$5, 679.96 (\$473.33 per month) No traffic management.

**Option 2** - Reduce mowing Standard with Level 2 Traffic Management - \$17,496 (\$1,458.00) 3,096 per annum, resulting in a savings of \$14,611.

**Option 3** - Lowering the speed limit to under 65 km/hr- Same standard of mowing as at present, but minimal traffic management - \$5,679.96.

**Option 4** - Cease mowing the area – a saving of \$5,679 would be achieved, but a significant amount of time would be spent dealing with complaints.

**Option 5** - Plant area with wildflowers – Initial set up cost \$128,575, with annual maintenance costs of \$64,650.

**Option 6** - Renegotiate with NZTA – if this process was successful and a lower level of Traffic management was accepted, the estimated cost would reduce accordingly.

**Option 7** - Full Traffic Management - estimated to be between \$25,000 and \$30,000, plus the actual mowing cost of \$5,679.96 = \$32,080.

### **Conclusion**

16. Of the options presented, it is believed the best option in the interim is to reduce the frequency of mowing to 12 times per year with full Level 2 traffic management until such time that a level of traffic management below 2 can be achieved.
17. This option will minimise the level of public dissatisfaction and still maintain the city image whilst eliminating the risk to both Council and the contractor.

Brett Latimer  
**PARKS AND RESERVES MANAGER**

*Approved for Submission*

Geoff Swainson  
**DIRECTOR OF ASSET MANAGEMENT AND OPERATIONS**

**HIS WORSHIP THE MAYOR AND COUNCILLORS**  
**COUNCIL MEETING (14 AUGUST 2019)**  
 (From the General Counsel)



File ref: 311/01-003

Ref: AJH:MEC

SHED: Legal Matters:Document Sealing  
 and Signing (J1-1,256)

7 August 2019

**Schedule of Documents Sealed | Deeds and Authority &  
 Instruction Signed | 13 June 2019 to 7 August 2019**

<b>DESCRIPTION</b>	<b>PARTIES</b>
Easement Instrument to register right to drain sewage in gross as part of subdivision of 50 Golders Road	UHCC and Paino & Robinson (Hutt Construction 2013 Limited)
Easement Instrument to register right to drain sewage in gross as part of subdivision of 33 and 35 Black Beech Street	UHCC and Paino & Robinson (McCann & Rushell)
Easement Instrument to register right to drain sewage in gross as part of subdivision for Wallaceville Stage 6	UHCC and Steve Gill Law (DMST International Limited)
Easement Instrument to register right to drain sewage in gross as part of subdivision at 33 Ruahine Street	UHCC and Gibson Sheat (Monhail Developments Limited)
4 x Replacement Warrants: Sandy Peters, Christine Plowright, Michelle Baker and Quintin Pepler	UHCC
Memorandum of Understanding between UHCC funding agreement and Expressions Arts and Entertainment Charitable Trust	UHCC and Expressions Arts and Entertainment Charitable Trust
2 x Replacement Warrants: Michelle Baker and Quintin Pepler	UHCC
Easement Instrument to register right to drain sewage in gross as part of subdivision at 18 Camp Street and 424-426 Fergusson Drive	UHCC and Paino & Robinson (C Hislop)
Deed of Lease Heretaunga Players Inc. for land at The Studio, Ward Street	UHCC and Heretaunga Players Inc.
Deed of Variation of Lease Maidstone Model Engineering Society Inc. for land and part of property at Maidstone Park	UHCC and Maidstone Model Engineering Society Inc.

DESCRIPTION	PARTIES
Deed of Renewal of Licence for Fire and Emergency NZ for land at 18 Park Street, Upper Hutt for a further term of one year	UHCC and FENZ
Deed recording Rates Remission Agreement (The Heretaunga Company Limited)	UHCC and The Heretaunga Company Limited
Deed confirming The Heretaunga Company Limited (owns land as trustee for The Heretaunga Company Trust) will not be replaced	UHCC and Malcolm John Gillies and Kevin David Melville
Deed of Renewal of Lease with Crescent Foods Limited (AMMU Restaurant) and Eldho Paul as Guarantor	UHCC and Crescent Foods Limited and Eldho Paul
A&I to register Easement Instrument in gross (sewage) as part of subdivision at 50 Golders Road	UHCC and Paino & Robinson (Hutt Construction 2013 Limited)
A&I to register Easement Instrument in gross (sewage) as part of subdivision at 33 and 35 Black Beech Street	UHCC and Paino & Robinson (McCann and Rushell)
A&I to register Easement Instrument in gross (sewage) over Lot 150 DP 512689 as part of subdivision at Wallaceville Estate Stage 6	UHCC and Steve Gill Law (DMST International Limited)
A&I to register Easement Instrument in gross (sewage) as part of subdivision at 33 Ruahine Street	UHCC and Gibson Sheat (Monhail Developments Limited)
A&I to register Easement Instrument in gross (sewage) as part of subdivision at 18 Camp Street and 424-426 Fergusson Drive	UHCC and Paino 7 Robinson (C Hislop)

Andrea Hilton

**GENERAL COUNSEL**