
MINUTES

THURSDAY 7 APRIL 2005

9.22AM

**Council Chamber
First Floor, Town Hall
Wakefield Street
Wellington**

PRESENT:

Mayor Prendergast (9.22 – 11.55am, 12.12 – 3.16pm)

Councillor Armstrong (Chair)

Councillor Ahipene-Mercer

Councillor Cook

Councillor Foster

Councillor Gill

Councillor Goulden (9.22 – 9.44am, 11.20am – 12.45pm, 12.55 – 1.47pm, 1.52 – 2.28pm)

Councillor McKinnon (9.22 – 11.50am, 12.02 – 3.16pm)

Councillor Morrison

Councillor Pepperell (9.22 – 11.55am, 12.04 – 3.16pm)

Councillor Ritchie (9.22 – 10.02am, 10.15 – 11.30am, 12.05 – 12.12pm, 12.34 – 1.06pm, 1.59 – 3.16pm)

Councillor Ruben

Councillor Wade-Brown

APOLOGIES:

Councillor Shaw

Councillor Wain

063/05P **APOLOGIES**
(1215/52/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Accept apologies for absence from Councillors Shaw and Wain*

NOTED:

1. Councillor Goulden advised that he would be leaving the meeting at 9.45am for a period of time.
2. Councillor McKinnon advised that he would have to leave the meeting early in the afternoon.

064/05P **CONFLICT OF INTEREST DECLARATIONS**
(1215/52/IM)

NOTED:

There were no conflicts of interest declared.

065/05P **PUBLIC PARTICIPATION**
(1215/52/IM)

NOTED:

1. Fiona Hill from Meridian Energy – to address the meeting in relation to their letter to the Draft Built Heritage Policy.
2. Wally Simmers – addressed the meeting relating to the Karori Centre upgrade.
3. Bernie Harris addressed the meeting relating to Report 2 “Development Contributions Policy Amendment to 2003/04 LTCCP and Initiation of Special Consultative Procedure”.

066/05P
4

ORAL SUBMISSIONS TO DRAFT HERITAGE POLICY
(1215/52/IM)

(REPORT 1)

NOTED:

1. Claire Bibby, representing the Glenside Progressive Association (submission 82) addressed the meeting in relation to the submission of the Association.

(Councillor Goulden left the meeting at 9.44am.)

2. Ian Athfield (submission 32) addressed the meeting in relation to his submission.
3. Genevieve Orr (submission 69) addressed the meeting in relation to her submission.

(Councillor Ritchie left the meeting at 10.02am.)

4. David Kiddey, Chairman representing the Wellington Branch of the New Zealand Historic Places Trust (submission 74) addressed the meeting in relation to the submission of the Historic Places Trust.
5. Robert McClean Heritage Adviser representing the Central Regional Office of the New Zealand Historic Places Trust (submission 57) addressed the meeting in relation to the submission of the Historic Places Trust.

(Councillor Ritchie returned to the meeting at 10.15am.)

6. Neville Beach, representing the Civic Trust (submission 30) addressed the meeting in relation to the submission of the Civic Trust.
7. Simon Bailey (submission 93) addressed the meeting in relation to his submission.

(The meeting adjourned for morning tea at 10.29am and reconvened at 10.49pm.)

8. Alexander Wright (submission 51) addressed the meeting in relation to his submission.
9. Jenny Jorgenson (submission 37) addressed the meeting in relation to her submission.
10. Simon Paquier (submission 36) addressed the meeting in relation to his submission.

(Councillor Goulden returned to the meeting at 11.20am.)

11. John Moffatt (submission 83) addressed the meeting in relation to his submission.
12. Tom Bennion representing Serious about Heritage (submission 96) addressed the meeting in relation to his submission.

(Councillor Ritchie left the meeting at 11.30am.)

13. Iona Pannett (submission 60) addressed the meeting in relation to here submission.
14. Christine Grace (submission 79) addressed the meeting in relation to here submission.

(Councillor McKinnon left the meeting at 11.50am.)

(Mayor Prendergast left the meeting at 11.55am.)

(Councillor Pepperell left the meeting at 11.55am.)

(The meeting adjourned for a short break at 11.55am and reconvened at 12.02pm.)

16. Christine Grace (submission 81) addressed the meeting in relation to her submission.

(Councillor McKinnon returned to the meeting at 12.02pm.)

(Councillor Pepperell returned to the meeting at 12.04pm.)

(Councillor Ritchie returned to the meeting at 12.05pm.)

17. Tim Bollinger (submission 86) addressed the meeting in relation to his submission.

(Mayor Prendergast returned to the meeting at 12.12pm.)

(Councillor Ritchie left the meeting at 12.12pm.)

18. Ian Patterson (submission 73) addressed the meeting in relation to his submission.
19. Roland Sapsford – representing the Aro Valley Community Council (submission 70) addressed the meeting in relation to his submission.

(Councillor Ritchie returned to the meeting at 12.34pm.)

20. Steven Moore (submission 27) addressed the meeting in relation to his submission.

21. Jenni Lean (submission 39) addressed the meeting in relation to her submission.

(Councillor Goulden left the meeting at 12.45pm.)

22. Colin Pannell (submission 8) addressed the meeting in relation to his submission.

(Councillor Goulden returned to the meeting at 12.55pm.)

(The meeting adjourned for lunch at 1.06pm.)

(The meeting reconvened at 1.47pm.)

When the meeting reconvened Mayor Prendergast has assumed the Chair and did so for the remainder of the meeting.

067/05P

DEVELOPMENT CONTRIBUTIONS POLICY AMENDMENT TO 2003/04 LTCCP AND INITIATION OF SPECIAL CONSULTATIVE PROCEDURE

Report of Lorraine Gittings – Project Manager, City Development and various consultants.

(1215/52/IM)

(REPORT 2)

(Councillor Goulden returned to the meeting at 1.52pm.)

(Councillor Ritchie returned to the meeting at 1.59pm.)

RESOLVED AND RECOMMENDED TO COUNCIL (Thursday 7 April 2005):

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. (a) *Note that the adoption of the Development Contributions Policy requires an amendment the 2003/04 LTCCP and that it is also proposed to amend the 2003/04 LTCCP to reflect the Development Contributions Policy in the Revenue and Financing Policy, and to update the 2003/2004 LTCCP Capital Expenditure figures.*
- (b) *Note that the special consultative procedure on the draft Development Contribution Policy and the proposed amendments to the 2003/2004 LTCCP will run concurrently with the consultation on the 2005/06 draft Annual Plan.*

3. *Note that the draft Development Contribution Policy and the draft amendments to the 2003/2004 LTCCP will be publicly notified on 20 April 2005 and submissions will be open for one month with hearings following the closing of submissions.*
4. *Recommend to Council to adopt the draft Development Contributions Policy (as attached in Appendix one of the officer's report) as the statement of proposal for the proposed amendment to the 2003/04 LTCCP to replace the current policy in the 2003/04 LTCCP with the proposed policy on Development Contributions.*
5. *Recommend to Council to adopt the draft amendments (as attached in Appendix three and four of the officer's) as the statement of proposal for the proposed amendment to the 2003/04 LTCCP to update the 10 year Capital Expenditure figures and amend the Revenue and Financing Policy to record that Development Contributions will be used as the main way to fund growth related capital expenditure for water, wastewater, stormwater, roads and reserves.*
6. *Recommend to Council that it initiate the special consultative procedure on the proposed amendments to the 2004/05 LTCCP in recommendations 4 and 5 above.*
7. *Recommend to Council to delegate the Chief Executive Officer the authority to:*
 - a. *make any minor editorial changes that may be required to the statement of proposals; and*
 - b. *prepare the summary of information for the proposed amendments to the 2003/04 LTCCP and note that this will be distributed according to the consultation plan attached as Appendix five.*
8. *Recommend to Council to establish a Development Contributions Subcommittee with the terms of reference as set out below and note that the positions of the Chair and members of the Subcommittee will not attract any additional remuneration:*

Terms of Reference - Development Contributions Subcommittee

Voting Membership:

The Subcommittee will have up to 5 Councillors as members.

External Membership (non-voting):

Nil.

Quorum:

4

Chairperson:

The Portfolio Spokesperson – Urban Development is the Chair of the Development Contributions Subcommittee

Frequency of Meetings:

The Subcommittee will meet on an as required basis.

Parent Committee:

The Subcommittee will report to the Strategy and Policy Committee on any issues as may be required.

General Purpose and Objective:

The Subcommittee is established to assist with the development of the Council's Development Contributions Policy, and make decisions on applications for remission and/or postponement.

Terms of Reference:

The Subcommittee will have responsibility and authority to:

- 1.1 Hear submissions on the draft Development Contributions Policy, or any amendments to it.*
- 1.2 Make a recommendation to the Strategy and Policy Committee on the draft Development Contributions Policy or any amendments to it.*
- 1.3 Request specific work to be undertaken by officers if required on any aspect of the Development Contribution Policy to be reported to the sub-committee and/or the Strategy and Policy Committee to assist the deliberations on the draft policy or any amendments to it.*
- 1.4 Make decisions on applications under the Policy for remission or postponement*
- 1.5 Make recommendations to the Strategy and Policy Committee on matters arising from the operation of the Policy at the time of any review of the Policy undertaken by the Strategy and Policy Committee.*

Delegated Authority

The Development Contributions Subcommittee has the delegated authority to carry out activities within its terms of reference.

NOTED:

1. The resolution differs from the recommendations in the officer's report as follows:

The Committee amended the quorum of the Subcommittee from 2 to 4.

2. Councillor Foster requested that his dissenting vote be recorded against the increase in the quorum.
3. Councillor Ritchie requested that her dissenting vote be recorded to recommendation 8.

(The meeting adjourned at 2.28pm to reconvene the Council meeting.)
(Councillor Goulden left the meeting at 2.28pm.)

(The meeting reconvened at 2.32pm.)

068/05P

**SUBMISSION ON GREATER WELLINGTON AMENDMENT
LTCCP 2003/2013 AND PROPOSED 2005/06 ANNUAL PLAN**

Report of Greg Campbell – Senior Strategic Adviser.
(1215/52/IM)

(REPORT 3)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Approve the submission as amended (attached to these minutes as appendix 1) on Greater Wellington's amendment to its Long Term Council Community Plan 2003-2013 and proposed 2005/06 Annual Plan, subject to any changes by the Committee.*
3. *Agree to delegate to the Mayor and Chief Executive the authority to make any minor drafting changes necessary before forwarding the submission to Greater Wellington Regional Council.*

069/05P **ORDER OF BUSINESS**
(1215/52/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Consider next Report 5 “Proposed District Plan Change for Former Chest Hospital Site and then Report 6 “Forward Programme”.*

070/05P **PROPOSED DISTRICT PLAN CHANGE FOR FORMER CHEST HOSPITAL SITE**

Report of Liz Clark, Policy Adviser – District Plan Team.
(1215/52/IM)

(REPORT 5)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree that the recommended provisions outlined in section 5.7 of this report be adopted as part of the proposed plan change.*
3. *Agree to publicly notify the proposed plan change, as set out at Appendix 1 of the officers report, in accordance with the First Schedule of the Resource Management Act 1991.*
4. *Delegate to the Chair of the Strategy and Policy Committee the authority to approve minor editorial word changes to the proposed plan change prior to notification.*
5. *Adopt the section 32 Report set out in Appendix 2 of the officers report.*

071/05P **FORWARD PROGRAMME**

Report of John McGrath – Forward Programme Manager.
(1215/52/IM)

(REPORT 6)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*

2. *Agree the Forward Programme as amended for the Strategy and Policy Committee attached as Appendix Two to these minutes.*

072/05P

KARORI TOWN CENTRE REDEVELOPMENT – WOODEN COMMUNITY HALL

Report of Kate Neilson, Project Manager – City Development.

(1215/52/IM)

(REPORT 4)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree to option three - the removal of the wooden community hall, the relocation of the users and activities of the hall to other facilities including the Recreation Centre, the retention of St Johns Centre (located on the corner of Karori Road and Campbell Street) for 12 months to cover the transition period and to enable the Community Centre time to consider options for the need, provision and funding of a community hall **and note that the availability of funds to carry out the work outlined in 2 – 4 above is capped at \$181,000.***
3. *Note that further design work will be undertaken to determine appropriate use of the area created by undertaking option three.*
4. *Agree that at the end of the 12-month period and occupation of the St Johns Centre by the Community Centre, Council Officers will report back on the options the Community Centre has considered.*

NOTED:

1. The resolution differs from the recommendations contained in the officer's report as follows:

The Committee added the text in **bold**.

2. Councillor Cook requested that her dissenting vote be recorded against the recommendations.

The meeting concluded at 3.16pm.

Confirmed: _____

Chair

/ /

SUBMISSION

**On Greater Wellington Regional Council's Proposed
Amendment to the Ten-year Plan 2003-2013 and
Proposed 2005/06 Annual Plan**

APRIL 2005

1. Introduction

This submission contains a number of key issues that the City Council wishes to raise in relation to the Proposed Amendment to the Ten-year Plan 2003-2013 developed by Greater Wellington Regional Council. These relate to both the amendment dealing with rail investment and the ongoing work in the Annual Plan.

Rail Investment (Amendment)

The City Council supports investment in public transport and a region where transport and urban form are closely integrated.

There are a number of studies underway at present which have a major bearing on the rail investment decision. The most significant of these are the Wellington Regional Strategy and the Western Corridor Study. The timing of the rail investment decision with respect to these studies is clearly not ideal but we recognise that it has been driven by other considerations.

We therefore request that the implementation of the rail investment decisions be undertaken in a way that is sufficiently flexible to accommodate the findings of these major studies as they emerge. In this regard, we have been encouraged by recent statements from your Chairman indicating that this is the intention. We are also pleased at your decision to defer the review of the Regional Land Transport Strategy until the findings of the above studies are available.

We consider that the rail investment decision could be enhanced by consideration of the following issues:

- a) Additional work to validate the Rail Business Case;
- b) Examining the proposed ownership structure for rolling stock;
- c) Linking the rail investment to supporting land use changes;
- d) Additional work on the financial projections.

Other Issues (Annual Plan)

We also wish to make additional submissions on funding of flood protection, the Karori Wildlife Sanctuary, the Marine Education Centre and the Wellington Zoo Trust.

When oral submissions are heard, the Council wishes to speak in support of its submission and we look forward to working with you.

2. Rail Investment

a) *The Rail Business Case*

Although it has not been publicly released, the Rail Business Case (RBC) provides the justification for the decision to re-invest in rail. The following table summarises the benefit-cost analysis in the RBC:

RAIL BUSINESS CASE SUMMARY	
A. Road user benefits	\$259m
B. CO ₂ benefits	\$16m
C. Subsidy costs	\$246m
D. Government road capital savings	\$60m
Net benefit: A+B+C-D	\$89m
Efficiency Ratio: (A+B) / (D-C)	1.48
<p><i>Road user benefits</i> are the savings in time and vehicle operating costs. <i>CO₂ benefits</i> are the reduction in emissions, quantified in dollar terms. <i>Government road capital savings</i> arise from delaying or eliminating the need to build roads. <i>Subsidy costs</i> are what is paid by regional and central government to the operators of the service for capital and operating costs after deduction of fare box revenue. <i>Note:</i> all values given represent the difference between the bus and rail options.</p>	

The projected net benefit of \$89m represents less than 7% of the total project cost (\$1.35b) and could easily be eliminated by a minor movement in rail project costs. For example, although not part of the proposed investments, the cost estimates for following projects have increased¹ since being considered as part of the Wellington Transport Project in November 2004:

Project	November 2004	February 2005	Increase
Double-tracking Pukerua Bay - Paekakariki	\$126m	\$240m	\$114m 90%
Tunnel work Johnsonville Line	\$3m	\$4	\$1m 33%
Electrification to Waikanae	\$14m	\$25m	\$11m 79%
Total	\$143m	\$269m	\$126m 88%

This table shows the uncertainty of the cost estimates used in the analysis and the major impact any changes could have on whether the investment yields a net benefit to the community. The Rail Business Case itself suggests that the capital expenditure estimates may vary between +/- 10% to 50%².

¹ Greater Wellington Report to Mayoral Forum 25-2-05

² Ref 3.6 Accuracy of estimates, Pg 19, RBC

Other issues arising from the RBC are:

- Projected road capital cost savings
- The consideration of bus alternatives
- Numbers of buses required for any alternative.

We suggest that these elements of the RBC be tested to ensure the robustness of its findings. Council officers will be happy to assist with this process.

b) Proposed Ownership of Rolling Stock

One of the considerations leading to the proposal for direct ownership of rolling stock by Greater Wellington has been past experience where the previous operator allowed these assets to deteriorate. We acknowledge this issue but feel there are risks associated with the current proposal.

It is an accepted principle of structuring public investment that asset risk should be placed with the party best able to manage it i.e. the one who has the skill, control and incentives to do so.

Risks associated with the ownership of assets include:

- Residual value risk: the risk of the value of the asset decreasing more rapidly than planned
- Technical obsolescence: the risk of the technology becoming outdated due to unforeseen advances in technology
- Over-capacity: the risk of projected patronage figures failing to materialise

The party best able to manage these risks may be the operator of the assets, Toll NZ, just as Stagecoach manages these risks for its bus fleet.

A further aspect is the question of incentives. By taking on the ownership of the assets, Greater Wellington will set up a structure which removes the incentive for the operator to be efficient in its use of capital. A predictable commercial response will be for Toll to take the emphasis off capital efficiency where it receives no benefits in favour of efficiency of other inputs. For example, if it can reduce labour costs by increasing the public sector capital investment, it will do so. As rail is an extremely capital intensive industry, this is a major concern.

Because of the risks outlined above, we recommend that consideration be given to a different ownership model whereby ownership of capital remains with the operator, but with additional safeguards against problems which have occurred in the past. These would include adoption of a contract with greater supervisory and quality control provisions. The supply of rolling stock would be the responsibility of the operator within strict quality assurance requirements, in much the same way as occurs with our bus system, although with additional safeguards recognising the long lives of the rail assets.

In addition, we believe the RBC analysis / LTCCP financial projections should be revisited to include sensitivity testing around the cost of capital. A notional interest rate at least equivalent to the private sector cost of borrowing should be included in the analysis to determine its effect on the results.

c) Rail investment as a catalyst

This planned investment presents a major opportunity to link rail upgrades in certain parts of the network with supporting land use changes, and Council believes that we need to take full advantage of this to maximise the benefit of the investment

Providing a commuter rail service through the mostly lower-density suburbs on the Western and Hutt corridors (and the Johnsonville line) will become more effective if we can increase the population living within walking distance of the key stations.

Investment in transport is generally a significant influence on urban form, and investment in rail could be a key component in determining the future urban form of the Wellington metropolitan area.

This is why the Auckland Rail Business Plan is tightly linked to urban intensification initiatives. The significant new transit-orientated development around stations such as Newmarket, New Lynn and Kingsland in Auckland have all been closely linked to rail service improvements. Not only does this form of urban development reduce the cost of operating the rail network, it also produces a more sustainable urban form offering greater choice.

In order to lower operating subsidies, and therefore increase the return on this planned investment, Greater Wellington should strongly promote transit-orientated development around appropriate railway stations. Wellington City Council would be very pleased to work closely with you to explore options within the City's boundaries. At a regional level, the Wellington Regional Strategy offers an excellent opportunity for a fundamental review of land use around the major stations.

d) Financial Projections

Timeframe: Rail Business Case (25yrs) versus LTCCP (9yrs)

The Timeframe of the LTCCP only shows approximately 44% (\$346m) of the \$783m total capital expenditure programme in the Rail Business Case. This limits the ability to assess the full impact of the rail purchasing programme, for example, the impact on the ratepayer after 2013.

In addition, the risk of obtaining Government funding for the full capital expenditure programme after 2013 needs to be considered.

GWRC Rates increase

The highlighted rates increase from 3.5 to 3.8% in 05/06 does not reflect the total rates increase required for the ownership of rail rolling stock. Over the 9 year period of the amendment the rates increase by a further 11% above the LTCCP. Further increases in subsequent years of the life of the assets have not been quantified and would increase this further. We are very concerned about these increases and the possibility that our ratepayers will fail to differentiate between rates levied by Greater Wellington and WCC rates. We suggest that the full impact to GWRC ratepayers over the asset life be quantified and communicated to ratepayers.

Level of debt

The level of debt in the amended LTCCP appears to be net of depreciation funding. This equates to a \$66m lower debt level by the end of 2012/13. This debt will be increased when the capital replacement is required. We are very concerned that the level of debt associated with the rail investments appears to be understated. We therefore submit that the total (gross) debt less depreciation funding should be clearly itemised in the debt position.

Maintenance costs

It is unclear which party is responsible for the cost of the maintenance of the rolling stock. In theory the GWRC grant to Toll NZ should reduce due to GWRC taking over the cost of capital (interest), depreciation and fare increases. The annual grant and maintenance need to be itemised in the amendment to the LTCCP or specify which party is responsible for the maintenance.

3. Other Issues (Annual Plan)

Flood protection funding policy.

The City Council has previously voiced its concern over the way in which this rate is apportioned. Essentially Wellington City residents/ratepayers are being asked to pay significantly for flood protection works that are distant and have no direct benefit to them. Analysis reveals that Wellington City ratepayers will fund about one third of the total costs of WRC flood protection works each year. This is more than the residents of Hutt and Upper Hutt combined, who will only pay something like 27% of the annual costs. The City Council has objected to this level of payment on the grounds of inappropriate application of the benefit principle.

WCC believes that the benefit-cost ratios of flood protection programmes need to be explicit and the justifications for the level of investment explained.

There also appears to be considerable inconsistency in the way that floodplain management projects are funded in different communities. The draft LTFS proposes floodplain ratepayer contributions of between 50 and 100%. It is understood that some schemes are near 100% floodplain funded, whilst others are only 50% floodplain

funded. These arrangements imply that some areas are both funding their own schemes and contributing through general rates to those of other areas.

In summary the City Council would like to see the flood protection funding policy comprehensively reviewed and greater emphasis placed on floodplain contributions to schemes.

Karori Wildlife Sanctuary

The Karori Wildlife Sanctuary Trust (the Trust) wishes to develop the Sanctuary into a world class visitor experience which will position the Sanctuary as a major international tourism destination and complement the core objectives of conservation and education. The capital cost of the project is estimated at \$16.4 million. The Trust requested an interest free \$8 million loan from the Wellington City Council repayable over 25 years. At the Council's 2005-2006 Draft Annual Plan meeting during March this new initiative for the Karori Wildlife Sanctuary was approved conditional on the Trust gaining the balance of funding from other sources. The Trust is also seeking funding from Central Government, Greater Wellington and private sponsors.

Wellington City Council fully supports the development of the Sanctuary and recommends that Greater Wellington approve the Trust's request for an interest free \$2 million loan repayable over 25 years, given that the Sanctuary has a good fit with Greater Wellington's quality of life elements. Specifically, the Sanctuary contributes to biodiversity, community and recreation and parks.

Marine Education Centre

The Marine Conservation Trust (the Trust) wishes to develop a Marine Education Centre with a working title of Aquarium of New Zealand –Te Moana Tamariki. The new aquarium will operate as a visitor attraction and educational facility. The capital cost of the project is estimated at \$20.4 million. The Trust requested an interest free \$7 million loan from the Wellington City Council repayable over 25 years. At the Council's 2005-2006 Draft Annual Plan meeting during March this new initiative for the Marine Education Centre was approved conditional on the Trust gaining the balance of funding from other sources. The Trust is also seeking funding from Central Government, Greater Wellington and private sponsors.

Wellington City Council fully supports the development of the Marine Education Centre and recommends that Greater Wellington approve the Trust's request for an interest free \$2 million loan repayable over 25 years, given that the Marine Education Centre has a good fit with Greater Wellington's quality of life elements. Specifically, the Marine Education Centre contributes to biodiversity and community. It also recognises the important role that Greater Wellington has in improving the prosperity of the region's economy, and the contribution that the proposed development can make in this regard.

Wellington Zoo Trust

The Wellington Zoo Trust (the Trust) seeks funding for a long range development plan (LRDP) to undertake capital works designed to improve the Zoo layout, animal accommodation, and to assist in upgrading the visitor experience. The Wellington Zoo is a regional asset that delivers not only a place of recreation but holds strong environmental values too. The Trust promotes the following goals:

- Animal wellbeing – The Zoo is known throughout Australasia for the high quality of animals’ environment and for its husbandry and welfare practices.
- Conservation – The Zoo is a community leader shaping visitors views on the need for conservation
- Learning – Visitors have memorable learning experiences based on exploration discovery and fun.

Wellington City Council recommends that Greater Wellington support the Trust’s development proposals on the basis of the Zoo being a regional asset.

The Karori Wildlife Centre, Marine Education Centre and Wellington Zoo are regional assets and past research has shown that visitors are approximately one third from Wellington City, one third from Wellington region and one third from outside the region. It is therefore appropriate that the funding of these assets should reflect the wider benefits received.

4. Conclusion

Thank you for the opportunity to comment on the LTCCP and DAP amendment. We appreciate that addressing our concerns on the rail investment will require further work and analysis from Greater Wellington officers and consultants. Nevertheless, we believe that given the size of the investment and its significance for the long term future of the region, this work is justified. WCC officers will be available to assist as required.

Wellington City Council would appreciate the opportunity to discuss the matters raised in this submission further with you during the submission process.

STRATEGY AND POLICY COMMITTEE

CHAIR: Councillor Robert Armstrong
MANAGEMENT TEAM: Karen Wallace
F/PROGRAMME MANAGER: John McGrath

FORWARD PROGRAMME: **APRIL 2005**

<i>14 APRIL</i>		
TITLE	DESCRIPTION	PORTFOLIO
Traffic Resolutions	Regular Standing Item	Transport
Older Persons Policy	To present draft policy on older persons	Social
Community Centre Facility Addition: Newtown Adventure Playground	Approval in principle of a proposed arrangement with the Ministry of Education.	Social
Undergrounding of Overhead Cables	Consideration of Draft Policy	Urban Development
Landfill Management	To effect smooth closure of the Northern Landfill and to improve the fees rationale at the Southern Landfill.	Environment
Communication and Participation Project	Presentation of Project Brief for Committee Approval	Governance
CCO Performance Sub Committee	CO Annual Report and CCO Quarterly Report	Governance
Draft CCO Statements of Intent	Presentations of Statements of Intent	Governance
<i>21 APRIL</i>		
TITLE	DESCRIPTION	PORTFOLIO
Strategy and Policy Programme	To present a strategy and policy programme to support the achievement of Council's strategic objectives	Organisational
Community Outcomes Process	To seek the Committee's approval for a process for securing Council's Community Outcomes	Organisational
Grants Effectiveness Review	To present the first stage of the Grants Effectiveness Review	Social
Proposed District Plan Change	District Plan change to implement the Port Noise area	Urban Development

Settlement Services Project and the Wellington Regional Settlement Strategy	To seek endorsement of the most recent phase of developing and implementing a Wellington Region Settlement Strategy	Social & Economy
2006/07 Strategic Direction	Draft regional vision, outcomes and issues	Organisational
26 APRIL		
TITLE	DESCRIPTION	PORTFOLIO
V8 Car Race	Oral Submissions on the V8 Car Race Proposal	Economic
5 MAY		
TITLE	DESCRIPTION	PORTFOLIO
Urban Development Strategy	Draft Urban Development Strategy	Urban Development
Environment Strategy	Presentation of Project Brief	Environment
Housing Rentals Policy	To present a review of Councils Rentals Policy	Social
Forward Programme	To present a schedule of work for SPC	Organisational
12 MAY		
TITLE	DESCRIPTION	PORTFOLIO
Regional Governance	Review of Regional Governance	Governance
Central Area Review	A work programme for the Central Area Review	Urban Development
Built Heritage Policy	Return of policy after public consultation	Urban Development
Proposed District Plan Change – Te Aro Corridor Design Guide	Design Guide to manage new development along the margins of the Inner City Bypass	Urban Development
Parking Policy	To examine and draw together a proposed cohesive response to parking issues.	Transport
Road Stopping	Range of Road Stopping Recommendations for Approval	Transport
Reserve Acquisition (needs to be PE)	Negotiations for the purchase of land for incorporation into Town Belt.	Environment

<i>19 MAY</i>		
TITLE	DESCRIPTION	PORTFOLIO
Economic Development Strategy	Labour Utilisation Growth	Economy
Watercourses Bylaw	Return of Bylaw to Committee after public consultation	Environment
Tsunami Recovery Programme	To present a proposal to assist the tsunami recovery programme in Sri Lanka	Social
Quarterly Report	To present the quarterly report on programmes and projects	Organisational
Road Stopping Process	Benefits and costs of amalgamating processing of applications	Transport
2006/07 Strategic Direction	Draft regional and city goals	Organisational
<i>1/2/3 JUNE</i>		
TITLE	DESCRIPTION	PORTFOLIO
Annual Plan	Oral Hearings	Organisational
<i>9 JUNE</i>		
TITLE	DESCRIPTION	PORTFOLIO
Transport Strategy Implementation Plan	Work programme to achieve the objectives of Transport Strategy 2004	Transport
Prospective Sister City Relationships	To investigate further relationships and, if so, who with.	Economy
Pest Management Plan	Details on the implementation of the Pest Management Plan	Environment
Tourism Management	To consider tourism issues, including destination management, length of stay and links to government's Tourism Strategy	Economy
Early Childhood Care and Education	Defining Council's role in providing early childhood care and education services	Social
District Plan Monitoring Report	Five-year monitoring report on District Plan effectiveness	Urban Development
Cog Park	Approval of Development Concept	Urban Development
Trolley Bus Cable Network Ownership Issues	Future Ownership Issues	Organisational

Forward Programme	To present a schedule of work for SPC	Organisational
16 JUNE		
TITLE	DESCRIPTION	PORTFOLIO
Drainage and Plumbing Bylaw	Part of Overall Bylaw Review`	Environmental
Collection and Transportation of Waste Bylaw	Part of Bylaw Review	Environmental
Leases Policy	Review of Policy to ensure consistency with delegations.	Social
Proposed District Plan Change Phase One – Central Area Review	Phase One of the Central Area Review including decisions on road hierarchy, veranda, wind, shop front, sign and temporary activity provisions	Urban Development
Street Vending Policy	Review of Policy to align with Public Places Bylaw	Social
CCO Performance	Forward CCO Statements of Intent	Governance
Traffic Resolutions	Regular Standing Item	Transport
Forward Programme	To present a schedule of work for SPC	Organisational
2006/07 Strategic Direction	Draft principles	Organisational
21/22/23JUNE		
TITLE	DESCRIPTION	PORTFOLIO
Annual Plan Deliberations	Agreement of Annual Plan following public consultation	Organisational
2ND HALF 2005/ 2006		
TITLE	DESCRIPTION	PORTFOLIO
Further Bylaw Reviews	<ul style="list-style-type: none"> • Harbours, Beaches and Foreshore • Reserves and Swimming Pools • Cemetery and Cremation • Commercial Pools and Saunas • Commercial Sex Premises • Food Premises Bylaw <p style="margin-left: 150px;"><i>To be amalgamated into Open Spaces Bylaw</i></p>	Various

Plimmer Trust – Future Directions (September)	Advice on where Plimmer Trust funding is to be expended.	Organisational
Undergrounding of Overhead Cables	Return of Policy after consultation	Urban Development
Communication and Consultation Project	Strategic Framework for the Governance Portfolio including the review of the Consultation Policy	Governance
Liquor Control Bylaw	Review of existing Bylaw	Social
Earthquakes Prone Buildings Policy	Required under Building Act 2004	Urban Development
Dangerous and Unsanitary Buildings Policy	Required under Building Act 2004	Urban Development
Speed Limits	Consideration of reductions of speed limits in Makara and Ohariu and Middleton and Ohiro Roads	Transport
Draft Cycle Policy	Presentation of draft policy prior to public consultation	Transport
Water Supply Contract and Customer Service Charter	Draft contract and charter to replace to Water Supply Bylaw	Environment
Pacific Advisory Group	Review of the operations of the Pacific Advisory Group	Governance
Community Facilities Review	A full review of Council's role in the provision of Community Facilities	Social
Reserve Acquisition	Possible acquisition of Cobham Park	Environment
Proposed District Plan Change – Heritage Chapter	Review of the heritage provisions in the District Plan following on from the completion of the Built Heritage Policy	Urban Development
Proposed District Plan Change – Residential Character of Newtown, Berhampore and Mt Cook	District Plan change to address issues of heritage protection and residential character in these three suburbs	Urban Development