

OUR APPROACH

Most Wellingtonians feel proud of the way the city looks and feels. But we also face challenges. The city is growing – many thousands more people will live here in the next decade or two.

It's important to guide growth to ensure that we hold on to the things residents like about the city – such as its compactness, the fact that it has a true 'heart' around the city centre and harbour, the character of its hillside residential areas.

It's also important to guide growth and development in ways that minimise harm to neighbours and to the wider environment.

Our approach is to focus development around key 'hubs', which will bring together more intensive residential development, places of work, shops and other facilities, and public transport, in ways that support sustainable development and high quality of life.

CASE STUDY: INNER CITY PARKS

Wellington's newest urban park combines the city's creative side with our desire to be more 'green'.

The \$1.1 million Courtenay Place Park, opened in May 2008 after five months of construction, improves the pedestrian environment at the western end of Courtenay Place, providing a large paved area for markets or performances, new seating, and 3m-tall light boxes to display art.

Eight Wellington artists contributed photography to the inaugural exhibition, known as *Flanerie and Figments*. New artworks will be exhibited every six months.

The light boxes use LED lighting, which run far longer and use much less electricity than more standard alternatives. The park also incorporates water-saving features – using stormwater to keep its 30+ trees healthy.

Waitangi Park won a major award for sustainable landscape design.

The underground Waitangi Stream forms part of the city's stormwater system.

Water from the stream is fed into the park's environmentally friendly wetland, where reeds, gravel beds and ultraviolet light remove contaminants and kill bugs before the water reaches the harbour.

Other features include selection of native plants, and use of timber from sustainably managed forests.

On 2 February 2008, more than 100 people attended World Wetlands Day at the park.

The park won a Sustainability Award of Excellence for designers Wraight Athfield Ltd at the 2008 New Zealand Institute of Landscape Architects Landscape Awards.

MORE LIVEABLE/MORE SUSTAINABLE – Wellington will be a great place to live, offering a variety of places to live, work and play in a high quality urban environment. The city's buildings and urban design will use land and other resources efficiently and sustainably.

Nearly all residents (95%) continue to see the city as a great place to live. The vast majority of residents also believe the city offers a variety of places to live (92%), work (80%) and play (91%). With significant population growth expected in coming years, we have started the process of focusing growth around key transport and employment 'hubs'.

BETTER CONNECTED – The city will be easy to get around, pedestrian friendly, and urban design will contribute to economic development through good transport linkages and a flexible approach to land use planning.

Most residents see the city as easy to get around. We contribute to this outcome by focusing growth (as mentioned above), and through construction of pedestrian friendly areas in the city and suburbs.

MORE PROSPEROUS – Urban design will contribute to economic development through good transport linkages and a flexible approach to land use planning.

The value of commercial and residential building consents has increased. Commercial consents have increased from \$225.1m in 2007 to \$328.8m in 2008, while residential building consents have increased from \$131.1m in 2007 to \$179.1m in 2008. Our development of the waterfront, central city and suburban centres such as Karori contributes to vitality and prosperity of those areas.

MORE COMPACT – We develop policies and plans that encourage a city with a contained urban form and more intensive development focused on the city centre, key suburban centres and major transport corridors.

Wellington is a compact city, and that compactness is increasing with more people choosing to live in the city centre and close to suburban centres. In 2006 almost half of Wellington homes (48.9%) were within 100m of a bus stop. Key city areas that have seen growth in building density (2002–2006) were: 'growth spine' (8.3% increase) suburban centres (7.6% increase), and outer residential (6.6% increase).

We encourage this 'compactness' through urban planning and District Plan requirements.

“Waitangi’s edgy contemporary design, with a range of environmental issues carefully and very conspicuously integrated, puts it in a class of its own as a major civic project.”

– NZ Institute of Landscape Architects award judges

Urban Development

SAFER – We develop policies and plans that encourage a city with well designed buildings and public spaces enhancing safety.

Most residents feel safe. Some residents express concern about graffiti, street lighting, poorly maintained or dangerous public areas, and vandalism. We contribute to safety through urban design that encourages vitality and visibility in the city and suburban centres. The redevelopment of Glover Park is a good example of our approach.

HAVE A STRONGER ‘SENSE OF PLACE’ – We develop plans and policies that support a memorable, beautiful city that celebrates its capital city status, distinctive landforms and heritage, and buildings/landmarks of high quality.

Nearly all residents (86%) are proud of the way the city looks and feels, and the vast majority (79%) of New Zealanders see Wellington as an attractive destination. Nearly all residents (91%) see heritage as contributing to the character of the city, but fewer residents (down from 79% to 74% in two years) see heritage as contributing to their local neighbourhood.

We contribute to ‘sense of place’ through our development of public spaces such as the waterfront and Lambton Quay, and by protecting heritage buildings.

We contribute to these outcomes through:

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Urban planning and policy

The appeal of a city and the quality of life that it provides are directly related to its urban form and design. A well planned city is attractive and should be easy to get around. It has a distinctive character and 'feel'.

Wellington's urban environment is shaped by its landscape – the harbour, hills and rugged coast. It's compact, and has a vibrant heart in the central city that's easy to access from the suburbs. And the mix of colonial cottages and modern apartments perched on hillsides sets the city apart – gives it a unique sense of place.

To preserve these things as the city grows takes **planning**. An estimated 33,000 more people will be living here by 2026. Our aim is to manage growth in ways that make efficient use of land and transport options so they don't compromise the qualities that make Wellington special.

WHAT WE DID

We took steps to focus growth along key transport 'hubs'.

Our 'growth spine' concept involves focusing intensive development around key transport networks and town centres. The plan makes greater use of existing infrastructure and reduces the need for urban sprawl and the negative impacts that can have.

Our work during the year focused on Johnsonville at the northern end of the growth spine and the Adelaide Road precinct bordering the central city area.

We completed consultation on the draft Johnsonville Town Centre Plan.

The plan identifies a number of goals for making Johnsonville's town centre more attractive and multi-functional.

We also investigated potential infrastructure upgrades for the area, including roading and public transport and linkages between community facilities and the retail area.

We asked for residents' views about growth and development around Adelaide Road.

As a predominately flat area close to the CBD and arterial routes, the northern end of Adelaide Road has many of the key ingredients to establish an 'urban village'.

We engaged extensively with local residents, businesses and developers about future growth and development of the area, and from this we developed a draft framework to guide development over the next 10–20 years. By actively involving these people in the process the changes we plan can be done with greater certainty.

Final plans for both Johnsonville and Adelaide Road are expected to be finalised during 2008/09.

We continued to promote infill housing to meet demand in the housing market.

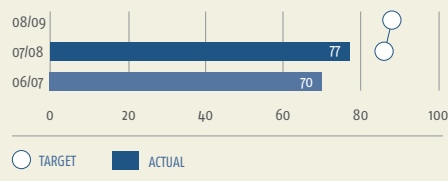
Infill is the process of subdividing sections or adding dwellings to existing sections. It makes more use of the city's limited urban area, but it needs to be well managed to avoid harm to the character of an area or adjacent land owners.

To promote quality infill we released a discussion paper – *How and where will Wellington grow?* – that attracted more than 750 submissions, and we put in place a District Plan change to raise the quality of infill development in outer residential areas.

HOW WE PERFORMED

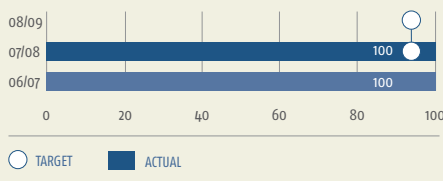
RESIDENTS (%) WHO AGREE THE CITY IS DEVELOPING IN A WAY THAT TAKES INTO ACCOUNT ITS UNIQUE URBAN CHARACTER AND NATURAL ENVIRONMENT

Source: WCC Resident Survey 2008
(Activity 1.1.1 Urban planning and policy development)



PLANNING POLICY – SCHEDULED WORK PROGRAMME COMPLETED ON TIME (%)

Source: WCC Planning Policy
(Activity 1.1.1 Urban planning and policy development)



Urban planning and policy development – Compared with 2006/07, an increased proportion of residents (7%) agree with the way the city is developing. Although achievement (77%) is still under target (87%), this is a notable improvement. We expect this positive trend to continue in the coming year.

We took steps to ensure that local centres serve the changing needs of our neighbourhoods.

We adopted a draft Centres Policy in June 2008. The overall intent of the policy is to maintain and strengthen existing town and suburban centres – to provide the conditions to keep them viable.

The policy will generally focus retail development in the central city and existing town centres. In larger centres it will support residential and employment growth as well as retail development, while for smaller centres the aim is to ensure easy access to convenience shopping and local services.

Once finalised, the policy will help the Council to assess the appropriateness of proposed developments so that residents don't have to travel long distances to access services.

We closed a loophole allowing large-scale retail developments away from existing centres.

A District Plan change in June 2008 means that exceptionally large retail developments that might harm the vitality of the central city and town centres must now be assessed through the resource consent process. The change brings Wellington in line with many other Councils in the country. The change reflects the important place that the CBD plays at the heart of any city.

We reviewed the rules that control earthworks around the city.

We completed a comprehensive review of the objectives, policies and rules for earthworks in all areas of the city. New proposals cover: visual amenity; safety and hazards in relation to slippage and flooding; environmental protection in the form of rules covering the management of erosion, dust and sediment and for earthworks associated with streams and waterways.

WHAT IT COST

OPERATING EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Urban planning and policy development (1.1.1)				
Cost	2,101	1,977	(124)	1,965
Revenue	(139)	(79)	60	(125)
Net Cost	1,962	1,898	(64)	1,840
Smart growth (1.2.1)¹				
Cost	412	312	(100)	228
Revenue	(3)	(6)	(3)	-
Net Cost	409	306	(103)	228
CAPITAL EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Urban planning and policy development (1.1.1)²				
Cost	947	948	1	211
Unspent portion of budget to be carried forward	-	417	-	-

¹ The net cost variance is due mainly to the additional expenditure on Economic Impact Studies (effects of suburban Malls on the Golden Mile)

² Capital works for the Northern Growth have been delayed by a notified consent which will be completed in 2008/09. The Capital Gateway Project has been delayed due to planning for the Gateways Sculpture.

IMPLEMENTATION OF 'GROWTH SPINE' FRAMEWORK – ACHIEVEMENT OF KEY MILESTONES

Source: WCC Urban Design (Activity 1.2.1 Smart Growth)

Our target was to develop concept plans and implementation frameworks for the second of our three growth areas along the growth spine, Adelaide Road.

We have partially achieved our target. We have started development of the Adelaide Road Framework, with initial public consultation attracting 184 written submissions. Following extensive background research and investigations, a public workshop was held over four days in May 2008. Significant progress has been made on developing a draft framework.

Building control and facilitation

We have a statutory responsibility under the Building Act to control building developments. This includes ensuring buildings are safe and sanitary and do not threaten environmental quality or public health. Our work includes issuing and monitoring **building consents** and providing guidance to make sure buildings meet the standards required.

WHAT WE DID

We offered a new Eco-Design service.

This service provides free advice on home building projects to help create more energy efficient and sustainable homes. The service is available to Wellington homeowners, designers, builders, developers and other building professionals, and is a partnership between the Council, BRANZ, and the Ministry for the Environment.

We gained accreditation as a building consent authority.

The accreditation scheme was introduced under the Building Act 2004 to help ensure that buildings are built right first time. It focuses on strengthening the building process at the consent processing, inspection and approval stages. This change was brought about primarily in response to the national wide issue around leaky homes.

To gain accreditation, we were audited by an independent accreditation agency appointed by the Department of Building and Housing and had to demonstrate that we have appropriate systems and processes, resources and equipment, and technical capability to enforce building control regulations.

Overall, we issued 3,438 consents during the year, compared to 3,557 in 2006/07.

We worked with Wellington Hospital on its major reconstruction.

We issued a certificate of public occupation for the first stage of the reconstruction, allowing this part of the building to be used before all work on the whole project is completed.

We worked alongside other councils in New Zealand to respond to weathertight home claims.

This included advocating to government for reform of the resolution service to reduce the need for expensive litigation. We're proposing a service that will see homeowners pay no more than 25 per cent of repairs, with local and central government negotiating on how to split the rest. Work in this area continues.

WHAT IT COST

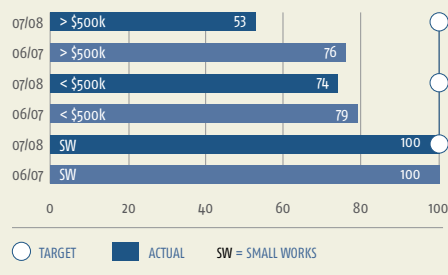
OPERATING EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Building control and facilitation (1.4.2)¹				
Cost	10,760	11,063	303	10,187
Revenue	(7,223)	(7,113)	110	(6,071)
Net Cost	3,537	3,950	413	4,116

¹ Reduced operating expenditure is due to lower than anticipated legal and professional costs for Building consents.

HOW WE PERFORMED

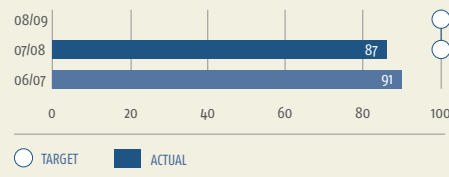
BUILDING CONSENTS (%) ISSUED WITHIN STATUTORY TIMEFRAMES (20 WORKING DAYS)

Source: WCC Building Consents and Licensing Services (Activity 1.4.2 Building control and facilitation)



CODE OF COMPLIANCES (%) ISSUED WITHIN STATUTORY TIMEFRAMES (20 WORKING DAYS)

Source: WCC Building Consents and Licensing Services (Activity 1.4.2 Building control and facilitation)



Underachievement in this area has been compounded by a number of factors, including: high peak volumes of work; the challenge of recruiting and retaining experienced staff; added complexity under the Building Act (2004); and the resources and effort required to achieve accreditation as a Building Consent Authority.

Development control and facilitation

We separate our policy and **regulatory roles** in relation to land and resource use. Like all cities, we control development work according to the provisions of the Resource Management Act and in line with the District Plan.

These controls are necessary to ensure resources are used sustainably, to protect public health and safety, and to protect future users of land and buildings. They're also needed to protect urban character and preserve the city's heritage – such as the workers' cottages and grand villas from the early 1900s in suburbs like Mt Cook and Thorndon.

WHAT WE DID

We dealt with many complex development proposals...

We guided and assessed development proposals against the rules and guidelines of the District Plan. While the number of applications we processed was broadly in line with previous years, the number of large and complex development proposals made for a busy year.

We issued 948 resource consents and 190 other consents during the year, compared with 1159 resource consents and 124 other consents in 2006/07.

... including one of New Zealand's biggest office buildings.

Key consents and appeals included: Bowen Campus – at 90,000 square metres this would be one of the largest office buildings in New Zealand; a number of apartment and office buildings in the central city; and the Mill Creek wind farm proposal.

We publicly notified 25 resource consent applications and held 11 hearings – both were increases from the previous year. There was also more litigation than the previous year, with five judicial review appeals to the High Court and six appeals to the Environment Court. We are working to reduce levels of litigation through engagement with developers at pre-application stage.

We continued to monitor compliance with resource consents.

Compliance and enforcement work ensures that consent conditions are met. This work ranges from simple assessments of height restrictions to complex assessments such as those related to Meridian Energy's Project West Wind wind farm at Makara.

We have increased the staffing levels in this area to ensure that such large projects don't affect our capacity to identify non-compliance at an early stage.

WHAT IT COST

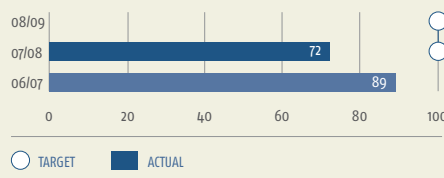
OPERATING EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Development control and facilitation (1.3.1)¹				
Cost	5,022	4,196	(826)	5,153
Revenue	(2,317)	(2,133)	184	(1,780)
Net Cost	2,705	2,063	(642)	3,373

¹ The net operating cost variance is due to personnel, legal and professional costs resulting from a large number of appeals and more complex consents.

HOW WE PERFORMED

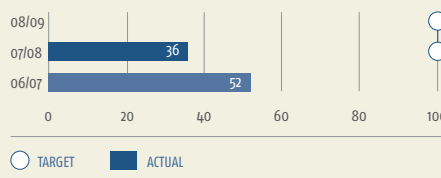
RESOURCE CONSENTS – NON-NOTIFIED (%) ISSUED WITHIN STATUTORY TIMEFRAMES (20 WORKING DAYS)

Source: WCC Planning Group (Activity 1.3.1 Development control and facilitation)



APPLICATIONS FOR CERTIFICATION OF SUB-DIVISION PLANS (%) PROCESSED WITHIN STATUTORY TIMEFRAMES (10 WORKING DAYS)

Source: WCC Planning Group (Activity 1.3.1 Development control and facilitation)



We issued 948 resource consents during the year. Of those, 680 (72%) were issued within statutory timeframes. Of those 'late' consents, most were issued within five days of the statutory timeframe.

We issued 62 sub-division certificates. Only 22 (36%) of these applications were processed within the required 10-working-day timeframe. Of the remaining applications, all were processed within 20 working days. Our achievement in this area continues below target. Generally, our underachievement in this area has been compounded by a number of factors. Although application numbers are broadly in line with previous years, 2007/08 has been very busy in terms of large, complex, or high profile development proposals. There have also been a large number of District Plan changes which add complexity to our work. A further challenge is the continuing difficulty of recruiting and retaining experienced planners. We expect process improvements and additional resources to have a positive impact on our ability to process more applications within statutory timeframes in future.

Public spaces development

Attractive, well-designed parks and public spaces are crucial to people's enjoyment of a city. They encourage people to get together, supporting shops and cafes, and providing connections between businesses.

We fund work to upgrade street environments and other public areas in the city and suburbs.

WHAT WE DID

The waterfront is a prime example of how well designed public spaces can transform an area.

We fund Wellington Waterfront Limited – a council controlled organisation – to deliver on our development framework for the area. Highlights for the year included:

- Willis Bond and Co was granted resource consent for a \$100 million makeover for the Overseas Passenger Terminal – including wharf strengthening, apartments, and public access to shops and cafes at ground level, in a design that retains the building's maritime theme with its hull-shaped roof and tall spire. This resource consent has been appealed and is expected to be heard in the Environment Court in late 2008.
- Athfield Architects won a concept design competition for three building sites at Kumutoto (north of Queens Wharf). The winning concept designs were all for environmentally sustainable buildings, and all complemented Meridian Energy's waterfront head office, opened in late 2007, which was the first building in New Zealand to receive the Green Building Council's five star rating.
- Kumutoto Wharf (designed by Isthmus Group and Studio Pacific Architecture) won the NZ Institute of Landscape Architects' George Malcolm Supreme Award. Judges praised the wharf for its fit with surrounding buildings, saying it did not demand attention but was 'one of those landscape and urban design developments whose excellence lies precisely in the fact that they are 'just right'. The award is only issued for truly exceptional projects – it is not made every year.
- Waitangi Park won the NZ Institute of Landscape Architects' 2008 Sustainability Award of Excellence.
- The Environment Court decided not to uphold the resource consent granted by the Greater Wellington Regional Council in September 2006 for the building of a Hilton Hotel on the northern arm of the Outer-T at Queens Wharf. Proceeds from the development were to be used to part-fund public space developments on the waterfront. Alternative solutions for the site will now be investigated.

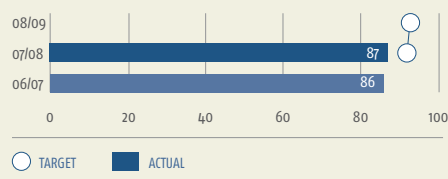
"Wellington ... is rightly proud of the reputation, the environment, and the legacy that landscape architects are helping it to build for its citizens with these and other civic projects."

– Judges, NZ Institute of Landscape Architects Annual Awards

HOW WE PERFORMED

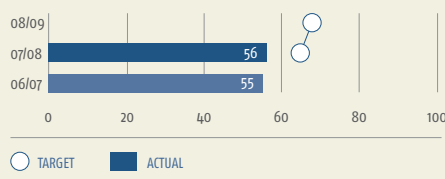
RESIDENTS WHO AGREE THE CENTRAL CITY IS LIVELY AND ATTRACTIVE (%)

Source: WCC Resident Survey 2008
(Activity 1.5.2 Public space and centres development)



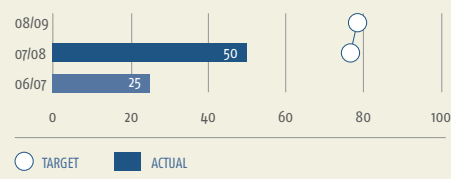
RESIDENTS WHO AGREE THEIR LOCAL SUBURBAN CENTRE IS LIVELY AND ATTRACTIVE (%)

Source: WCC Resident Survey 2008
(Activity 1.5.2 Public space and centres development)



PUBLIC SPACE AND CENTRE DEVELOPMENT PROJECTS – SCHEDULED WORK PROGRAMME COMPLETED ON TIME (%)

Source: WCC Public Space Design
(Activity 1.5.2 Public space and centres development)



We added a new inner-city park and started upgrading Lambton Quay.

We completed Courtenay Park in May 2008, creating a large paved area for markets and performances at the northern end of Courtenay Place. The new park features stylish new seating, a stormwater system that waters 30 recently-planted trees, and spaces dedicated to the exhibition of art in purpose-built, three-metre tall light boxes.

We started enhancing Lambton Quay by: extending kerbs and footpath for easier walking and to make room for seats and trees; relocating and reorganising taxi stands and parking; and improving pedestrian safety at crossings.

The \$5 million Karori Town Centre project was completed.

The Karori upgrade, started in 2003, was principally focused on improving linkages between the community facilities. Key elements of the project were: a new library and café; a new community centre; and pedestrian and road safety improvements. The project was completed with construction of a new landscaped accessway from Karori Road to the community centre.

We also worked closely with the Aro Valley community to develop plans to upgrade the area around the community centre, Citizens' Advice Bureau and pre-school to make it more attractive and safer for pedestrians.

We provided grants to help with restoration of heritage buildings.

This is the second year that a \$250,000 Council heritage fund has been in place.

During the year, we assessed 16 applications for funding and made 11 grants. Recipients included St Mary of the Angels Parish Church on Boulcott Street, the Hikitia Floating Heavy Lift Crane Ship, and Clarke's Buildings on the Parade in Island Bay.

We're supporting the development of a park of remembrance adjacent to the National War Memorial.

The Council has committed \$2 million towards the construction of New Zealand Memorial Park. The opening of the park has been extended to Anzac Day 2010. The Ministry of Culture and Heritage delayed making its decisions on the design of the park until the impact of one of the options – moving Buckle Street closer to Mt Cook school – could be assessed.

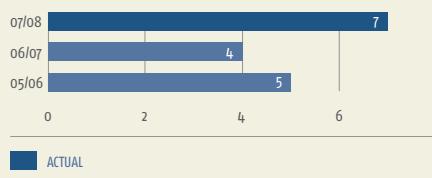
HOW WE PERFORMED

Public space and centre development – The vast majority of residents continue to agree the city centre is lively and attractive, although fewer residents feel as positive about their local suburban centres. As part of our Suburban Centres Review we have developed a draft Centres Policy which will provide guidance on how centres should be managed and developed in the future. A key aim of this policy is to promote vitality of suburban centres.

We had four major public space and centre development projects scheduled for completion this year: Karori Town Centre upgrade; Lambton Quay upgrade; Courtenay Place Park; and the Aro Valley upgrade. Of the four major projects, only the Karori Town Centre and Courtenay Place Park were completed to schedule. See above for details.

HERITAGE BUILDINGS (%) THAT ARE GRANTED RESOURCE CONSENT FOR ADDITIONS AND ALTERATIONS

Source: WCC Urban Design (Activity 1.5.3 Heritage development)



LISTED ITEMS IN THE DISTRICT PLAN THAT ARE DEMOLISHED OR REMOVED

Source: WCC Urban Design (Activity 1.5.3 Heritage development)

We achieved our target for no items in the District Plan to be demolished or removed.

Heritage development – We processed 35 resource consents for alterations and additions to heritage buildings, 15 more consents than the previous year. We do not have a target for this performance measure.

WHAT IT COST

OPERATING EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Waterfront Development (1.5.1)¹				
Cost	7,901	2,411	(5,490)	8,495
Revenue	(16,393)	-	16,393	(10,835)
Net Cost	(8,492)	2,411	10,903	(2,340)
Public space and centre development (1.5.2)				
Cost	1,391	1,345	(46)	1,250
Revenue	(68)	(48)	20	(90)
Net Cost	1,323	1,297	(26)	1,160
Heritage development (1.5.3)				
Cost	756	686	(70)	721
Revenue	(14)	(12)	2	(20)
Net Cost	742	674	(68)	701
CAPITAL EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Waterfront Development (1.5.1)²				
Cost	10,250	11,025	775	7,250
Public space and centre development (1.5.2)³				
Cost	4,784	4,508	(276)	4,650
Unspent portion of budget to be carried forward	-	2,288	-	-

¹ The net revenue variance primarily relates to unbudgeted movements in the revaluation of investment properties within the Wellington Waterfront project.

² Loan draw downs for the transitional funding for the Wellington Waterfront Project occurred later than budgeted.

³ Work on the Memorial Park upgrade has been delayed while air quality and transport studies are completed.

“We completed Courtenay Park in May 2008, creating a large paved area for markets and performances at the northern end of Courtenay Place. The new park features stylish new seating, a stormwater system that waters 30 recently-planted trees, and spaces dedicated to the exhibition of art in purpose-built, three-metre tall light boxes.”

Earthquake risk mitigation

Wellington is built on an active faultline, which makes it prone to earthquakes. We work to mitigate the potential impact of these through studies and by **assessing** buildings for **earthquake risk**, and working with owners to ensure that older buildings are strengthened to required standards.

WHAT WE DID

We supported a major study on Wellington's earthquake risk.

'It's Our Fault' is a long-term research project to better define Wellington's earthquake risk, being carried out by the Institute of Geological and Nuclear Sciences with funding from the Council and other agencies.

Work during 2007/08 included investigation of the Wairarapa fault, the Wellington fault at Te Marua and Kaitoke, and the Cook Strait fault.

We increased funding for assessment of earthquake-prone buildings.

This work is carried out in line with our Earthquake-prone Buildings Policy, which was adopted in 2006.

During 2007/08, we continued to work with two consulting engineering firms to assess older buildings and determine which are earthquake-prone. Approximately 40% of the buildings evaluated to date have been assessed as earthquake-prone. We notified owners and advised them of their obligations under the Act.

When the policy was adopted, we planned to assess 1,200 buildings a year. However, the work has turned out to be more complex than expected, and only about 600 assessments a year have been completed. From 2008/09, we are increasing the budget for this work. We are also extending the project through to 2013/14 (originally scheduled for completion in 2009/10).

We are also consulting during 2008/09 on an amendment to the policy to provide more flexibility for building owners and spread some strengthening work over longer timeframes.

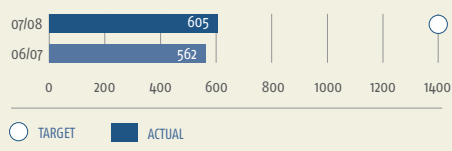
WHAT IT COST

OPERATING EXPENDITURE (\$000)	2008 ACTUAL	2008 BUDGET	2008 VARIANCE	2007 ACTUAL
Earthquake risk mitigation (1.4.1)				
Cost	443	449	6	427
Revenue	(3)	(4)	(1)	-
Net Cost	440	445	5	427

HOW WE PERFORMED

POTENTIALLY EARTHQUAKE-PRONE BUILDINGS ASSESSED (NUMBER)

Source: WCC Building Consents and Licensing Services
(Activity 1.4.1 Earthquake risk mitigation)



Achievement in this area continues well below target. Our earthquake-prone building assessments are carried-out by structural engineers (external consultants), and the assessments have proved to be more complex and time consuming than we had expected. During the year we carried out a review of this activity, including timeframes and budget given the progress made to date. In our Annual Plan 2008/09, we have increased the budget, extended the project through to 2013/14 (originally scheduled for completion in 2009/10), and revised performance targets for 2008/09 and beyond.