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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**MINUTES**

**Time:** 9:30am  
**Date:** Wednesday, 27 September 2017  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**PRESENT**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Eagle  
Councillor Foster  
Councillor Free  
Councillor Gilberd  
Councillor Lee  
Councillor Marsh  
Councillor Pannett (Chair)  
Councillor Sparrow  
Councillor Woolf  
Councillor Young



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## **1 Meeting Conduct**

### **1.1 Apologies**

No apologies were received.

### **1.2 Conflict of Interest Declarations**

Mayor Lester and Councillor Young declared a conflict of interest in relation to item 2.1 (An Integrated Masterplan for Shelly Bay). Mayor Lester and Councillor Young did not vote or take part in the discussion.

### **1.3 Confirmation of Minutes**

**Moved Councillor Pannett, seconded Councillor Marsh**

#### **Resolved**

That the City Strategy Committee:

1. Approve the minutes of the City Strategy Committee Meeting held on 21 September 2017, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

**Carried**

### **1.4 Public Participation**

#### **1.4.1 Patrick Morgan of Cycling Action Network and Eleanor Meecham Cycle Aware Wellington**

Patrick and Eleanor spoke to item 2.2 on the Island Bay Cycleway Recommendations.

#### **1.4.2 Vicki Greco of Island Bay Residents Association**

Vicki spoke to item 2.2 on the Island Bay Cycleway Recommendations.

### **1.5 Items not on the Agenda**

There were no items not on the agenda.

## **2. Strategy**

### **2.1 An Integrated Masterplan for Shelly Bay**

**Moved Councillor Eagle, seconded Councillor Day**

That the City Strategy Committee:

1. Receive the information.
2. Recommend to Council that it:
  - i. Note that resource consent has been granted for the redevelopment of Shelly Bay.
  - ii. Note the findings from the public consultation process.
  - iii. Note this proposal delivers on Council's wider strategic objectives around

- housing supply and commitment under the MOU partnership agreement with iwi.
- iv. Note the significant public amenity and economic benefit in both the construction phase and in the post construction period.
  - v. Agree that Council sell the area identified in Attachment 1, being 0.3 hectares, more or less, to Shelly Bay Limited for approximately \$2.5 million.
  - vi. Agree that Council lease the area identified in Attachment 1, being 0.6 hectares, more or less, and Shed 8 and the Shipwright's Building to Shelly Bay Limited for a period of 125 years for approximately \$5.5 million.
  - vii. Agree that Council contribute half the cost of the development of public realm and infrastructure elements necessary to bring ageing infrastructure up to standard to help deliver the Shelly Bay masterplan.
  - viii. Request Wellington Water Limited to optimise the LTP budget for water infrastructure to enable \$5.6 million for infrastructure costs for additional water supply and waste water capacity to support future development on the Miramar Peninsula, the cost of which would be ultimately recovered as those developments are realised.
  - ix. Request officers to further investigate the upgrade of Shelly Bay Road between Miramar Avenue and Shelly Bay.
  - x. Agree to include the projected costs and revenues in the Long Term Plan (LTP).
  - xi. Agree that Council officers prepare a development agreement outlining the principal commercial and legal terms of a sale and lease agreement with Shelly Bay Limited.
  - xii. Delegate authority to the Council's Chief Executive Officer and the Deputy Mayor to finalise and execute the relevant agreements.

**Moved Councillor Marsh, seconded Councillor Dawson the following amendments by way of addition**

**Resolved**

Recommend to Council that it:

- ix. Request officers to further investigate, **including key stakeholder engagement**, the upgrade of Shelly Bay Road between Miramar Avenue and Shelly Bay, **comprising options that more closely aligns to NZTA guidance as a minimum and the Great Harbour Way plan as an aspiration, which aims to deliver a safer and more inviting environment for walkers, cyclist and other users.**
- xv. **Requests** officers to conduct negotiations with the Shelly Bay developers for the provision of affordable housing units within the Wellington City Council boundaries representing a significant percentage of the total number of residential units proposed for Shelly Bay.
- xvi. **That the Council's contribution to the estimated \$20 million joint infrastructure fund be capped at \$10 million.**
- xii. Delegate authority to the Council's Chief Executive Officer and the **Deputy** Mayor (new xiii) to finalise and execute the relevant agreements.

**Carried**

(Councillor Dawson left the meeting at 10.20am)  
(Councillor Dawson returned to the meeting 10.22am)

The meeting adjourned for morning tea at 10.28 am, members present when the meeting reconvened at 10.45 am were Mayor Lester, Councillor Calvert, Councillor Calvi-Freeman, Councillor Day, Councillor Free, Councillor Foster, Councillor Gilberd, Councillor Marsh, Councillor Lee, Councillor Pannett, Councillor Sparrow, Councillor Woolf, Councillor Eagle, Councillor Young and Councillor Dawson.

**Moved Councillor Foster, seconded Councillor Free the following amendments by way of addition**

**Task officers to develop options to significantly improve the safety of the road between Shelly Bay and Miramar cutting for cyclists and pedestrians. These may include speed limits, supporting engineering and environmental works. This work should be done in consultation with key stakeholder groups including Cycle Aware Wellington, Living Streets Aotearoa, Miramar BID, Shelly Bay Ltd and Environmental Groups.**

[Note: Councillor Marsh's amendment deals with the suggested amendment above which includes options to improve the environment for all and the inclusion of key stakeholder engagement without being specific.]

**Agree that the need for upgrade works in (a) are a result of the development at Shelly Bay and therefore the costs will be included in the draft Long Term Plan with the intention of recovering those costs over time through Development Contributions applied to the Shelly Bay area only.**

[Note: the existing recommendation 2x. refers to all additional matters being included in the LTP e.g. roading AND Wellington Water to satisfy this need already. Additionally the idea of cost recovery through developer contributions applied to the Shelly Bay area only will have little impact given this is really the only remaining developable site and is already being targeted for DC's associated with the infrastructure as already indicated.]

**Request officers to develop the appropriate legal mechanisms to make clear that future Councils will not accept liability for compensating property owners for the effects of sea level rise. (this may include notations on property titles).**

[Note: For Amendment 2 Cllr Pannett's amendment addresses intent of this issue as strongly as possible within the confines of the current policy setting; namely: Request officers to reinforce and encourage stronger mitigation and adaptation measures to respond to the effects of climate change, such as sea level rise, through the development agreement negotiations and through the detailed design and review process.]

**Lost**

**Moved Councillor Pannett, seconded Councillor Lee the following amendments by way of addition**

**Resolved**

2. Recommend to Council that it:

- new viii. Request officers to reinforce and encourage stronger mitigation and adaptation measures to respond to the effects of climate change, such as sea level rise, through the development agreement negotiations and through the detailed design and review process.**

**Carried**

**Moved Councillor Pannett, seconded Councillor Lee the following amendment by way of addition**

- xiv. Agree to a full review of the Shelly Bay project including decision making processes, legal risks, financial implications and consistency with the Resource Management Act 1991.**

**Carried**

**Secretarial Note:** The above amendment (xiv) had been amended to reflect the actual decision that was made at the meeting. Due to an administrative error it was showing lost rather than carried. The current carried amendment is also reflected in the substantive motion.

**Secretarial Note:** Councillor Calvi-Freeman left the meeting at 11.50am to attend a funeral for a family bereavement.

**Moved Councillor Eagle, seconded Councillor Day the following substantive motion:**

**Resolved**

That the City Strategy Committee:

1. Receive the information.
2. Recommend to Council that it
  - i. Note that resource consent has been granted for the redevelopment of Shelly Bay.
  - ii. Note the findings from the public consultation process.
  - iii. Note this proposal delivers on Council's wider strategic objectives around housing supply and commitment under the MOU partnership agreement with iwi.
  - iv. Note the significant public amenity and economic benefit in both the construction phase and in the post construction period.
  - v. Agree that Council sell the area identified in Attachment 1, being 0.3 hectares, more or less, to Shelly Bay Limited for approximately \$2.5 million.
  - vi. Agree that Council lease the area identified in Attachment 1, being 0.6 hectares, more or less, and Shed 8 and the Shipwright's Building to Shelly Bay Limited for



- a period of 125 years for approximately \$5.5 million.
- vii. Agree that Council contribute half the cost of the development of public realm and infrastructure elements necessary to bring ageing infrastructure up to standard to help deliver the Shelly Bay masterplan.
  - viii. Request officers to reinforce and encourage stronger mitigation and adaptation measures to respond to the effects of climate change, such as sea level rise, through the development agreement negotiations and through the detailed design and review process.
  - ix. Request Wellington Water Limited to optimise the Long Term Plan budget for water infrastructure to enable \$5.6 million for infrastructure costs for additional water supply and waste water capacity to support future development on the Miramar Peninsula, the cost of which would be ultimately recovered as those developments are realised.
  - x. Request officers to further investigate, including key stakeholder engagement, the upgrade of Shelly Bay Road between Miramar Avenue and Shelly Bay, comprising options that more closely aligns to New Zealand Transport Agency guidance as a minimum and the Great Harbour Way plan as an aspiration, which aims to deliver a safer and more inviting environment for walkers, cyclist and other users.
  - xi. Agree to include the projected costs and revenues in the Long Term Plan (LTP).
  - xii. Agree that Council officers prepare a development agreement outlining the principal commercial and legal terms of a sale and lease agreement with Shelly Bay Limited.
  - xiii. Delegate authority to the Council's Chief Executive Officer and the Deputy Mayor to finalise and execute the relevant agreements.
  - xiv. Agree to a full review of the Shelly Bay project including decision making processes, legal risks, financial implications and consistency with the Resource Management Act 1991.
  - xv. Requests officers to conduct negotiations with the Shelly Bay developers for the provision of affordable housing units within the Wellington City Council boundaries representing a significant percentage of the total number of residential units proposed for Shelly Bay.
  - xvi. That the Council's contribution to the estimated \$20 million joint infrastructure fund be capped at \$10 million.

**Carried**

**Secretarial Note:** For clarity the substantive motion was voted in this order:  
2i-2iii  
2iv-2vii  
2viii-2xii  
New viii (Climate Change)  
New xiv (RMA review)

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## **2.2 Island Bay Cycleway Recommendations**

### **Moved Councillor Free, seconded Councillor Calvert**

#### **Resolved**

That the City Strategy Committee:

1. Receive the information.
2. Note the Morrison Low report, "Review of Island Bay Cycleway Re-engagement – August 2017".
3. Note the Research and Evaluation Team report, "Love the Bay – Delivering on the Cycleway, 2017. Analysis of Submissions".
4. As a result of engagement feedback and technical design, agree to adopt the design as indicated in Attachment One, p. 25 to 29 and Appendix B made up of the following elements:
  - a. Provision of a 1.5m wide separated kerbside cycleway, with the cycleway above road level on each side of The Parade. Colour options are to be investigated for marking the cycleway surface. A vertical kerb is proposed to separate parked vehicles from the cycleway, with a car door buffer zone of 900mm width adjacent to parallel parked vehicles.
  - b. Vertical separation between the cycleway and road, and the cycleway and pedestrian footpath is recommended to clearly define the separation of user facilities, and to discourage inadvertent pedestrian encroachment into the cycleway.
  - c. The kerb between the cycleway and pedestrian footpath is recommended to be well delineated with appropriate height, colour and material contrast to assist the visually and mobility impaired and reduce or remove any tripping hazard to pedestrians. The design of the kerb face is also recommended to be forgiving to ensure the safety of cyclists in the event a cyclist has to mount the kerb to avoid a hazard.
  - d. Traffic lanes increase to 3.5m wide in the residential areas, 3.0m wide in the business area, and no flush median is proposed.
  - e. A minimum footpath width of 2.0m is recommended.
  - f. A full reseal of The Parade is proposed due to condition of the road surface and to remove ghost markings.
  - g. Individual parallel parking spaces along the residential section of The Parade will not be marked or delineated in this design. Instead; clear space for vehicles to park kerbside will be provided with minimal yellow no-stopping lines and end space markings.
  - h. Driveway setbacks are recommended to be maintained at 3m, the intersection setback for parking maintained at 30m. Potential relaxation of the recommended parking setbacks should be supported by a safety review at the design stage, agreeing the changes are acceptable and do not compromise the cycleway from a safety or service perspective, nor impact on the safety and ability of vehicles to exit driveways without crossing the centreline.
  - i. Angle parking is proposed to be reinstated outside the medical centre.

- j. Three streets that could potentially accommodate an increase in on-street parking have been identified for further investigation; Mersey Street, Medway Street and Derwent Street.
  - k. The option also aims to maintain the existing kerbside parking provision between Medway Street and Avon Street within the business area. This objective would need to be confirmed through further detailed design.
  - l. Within the business area, the west side pedestrian footpath is proposed to be 4.6m in width, in order to maintain as far as practicable the outdoor dining space for local businesses.
  - m. Relocation of the following bus stops are proposed:
    - i. Relocating the current stop from 88 The Parade to 64 The Parade near Tamar St
    - ii. Relocating the current stop from 101 The Parade to 73 The Parade near Tamar St
    - iii. Relocating the current stop on the west side of The Parade at Humber Street across to the departure side (north side) of the intersection
  - n. The pedestrian crossing by The Empire Theatre to be retained in its current location. The safe walk to school crossing to be moved south, with a relocation of the bus stop and kerbside parking resulting. The pedestrian crossing at Humber Street will be reviewed during detailed design
  - o. The landscape and urban design treatment options are recommended to remain in the project design, with the aim to improve the amenity and quality of public space along the length of the Parade.
5. Note that this proposal allows for the potential new standard for cycleway priority at intersections to be realised early.
6. Note the estimated cost total to be \$6.1 million (excl GST), and which includes 25% contingency. Costs will be refined through detailed design and independent cost estimation.
7. Note that the total estimated cost of \$6.1 million (excl GST) includes a full reseal of The Parade, estimated to cost from \$0.8M to \$1M (excl GST). Note that officers will liaise with New Zealand Transport Agency (NZTA) (as key partners in the Wellington City Cycleways Programme) to get feedback on the final design and layout, and to investigate any options for future co-funding of the cycleway.
8. Agree that detailed design and the traffic resolution process will commence for the adopted design.

**Carried**

## **2.2 Island Bay Cycleway Recommendations**

**Moved Mayor Lester, seconded Councillor Eagle the following amendment by way of addition**

### **Resolved**

That the City Strategy Committee:

- 4'. Request officers, subject to detailed design and completion of safety audits, to proceed with a cycleway solution that includes:

- p. Widening the residential carriage way to 3.5 m in each direction
- q. A 500mm median strip in the middle of the road in the residential section
- r. The cycleway comes off the road, and cars will again park against the hard kerb
- s. Retention of the existing planted berm width on the western side of the residential area
- t. Maintaining both car parks and outdoor dining space through the shopping centre
- u. Traffic lanes increased to 3.2m width in the shopping centre
- v. The cycleway will be painted a different colour so as to be visually distinct and will include safety measures to reduce cycling speeds. This could include rumble strips to reduce speed, as well as suggested speed limit for cyclists of 20km or less, communicated through signage to keep speeds down
- w. An education campaign will be launched to encourage cyclists to reduce their speed, and to be courteous of other users
- x. Unmarked car parking restored across the residential areas
- y. Car parks to be restored by dairies
- z. Raised platforms to improve safety at intersections on side streets
- aa. Angle parking restored by the Island Bay Medical Centre
- bb. Removal of speed cushions and lowering pedestrian crossing in shopping centre.
- cc. A full reseal of The Parade to remove ghost markings
- dd. Wellington City Council to work with Greater Wellington Regional Council to relocate the following bus stops: Relocating the current stop from 88 The Parade to 64 The Parade near Tamar St. Relocating the current stop from 101 The Parade to 73 The Parade near Tamar St. Relocating the current stop on the west side of The Parade at Humber Street across to the departure side (north side) of the intersection
- ee. The pedestrian crossing by The Empire Theatre retained in its current location. The safe walk to school crossing has been moved south, with a relocation of the bus stop and kerbside parking. The pedestrian crossing at Humber Street and Dee Street will be reviewed during detailed design.

**Carried**

[**Secretarial note:** Pursuant to Standing Order 3.18.4, Councillor Woolf requested that his vote against this amendment be recorded.]

**Moved Councillor Free, seconded Councillor Calvert the following substantive motion.**

**Resolved**

That the City Strategy Committee:

1. Receive the information.
2. Note the Morrison Low report, "Review of Island Bay Cycleway Re-engagement – August 2017".
3. Note the Research and Evaluation Team report, "Love the Bay – Delivering on the

Cycleway, 2017. Analysis of Submissions”.

4. As a result of engagement feedback and technical design, agree to adopt the design as indicated in Attachment One, p. 25 to 29 and Appendix B made up of the following elements:
  - a. Provision of a 1.5m wide separated kerbside cycleway, with the cycleway above road level on each side of The Parade. Colour options are to be investigated for marking the cycleway surface. A vertical kerb is proposed to separate parked vehicles from the cycleway, with a car door buffer zone of 900mm width adjacent to parallel parked vehicles.
  - b. Vertical separation between the cycleway and road, and the cycleway and pedestrian footpath is recommended to clearly define the separation of user facilities, and to discourage inadvertent pedestrian encroachment into the cycleway.
  - c. The kerb between the cycleway and pedestrian footpath is recommended to be well delineated with appropriate height, colour and material contrast to assist the visually and mobility impaired and reduce or remove any tripping hazard to pedestrians. The design of the kerb face is also recommended to be forgiving to ensure the safety of cyclists in the event a cyclist has to mount the kerb to avoid a hazard.
  - d. Traffic lanes increase to 3.5m wide in the residential areas, 3.0m wide in the business area, and no flush median is proposed.
  - e. A minimum footpath width of 2.0m is recommended.
  - f. A full reseal of The Parade is proposed due to condition of the road surface and to remove ghost markings.
  - g. Individual parallel parking spaces along the residential section of The Parade will not be marked or delineated in this design. Instead; clear space for vehicles to park kerbside will be provided with minimal yellow no-stopping lines and end space markings.
  - h. Driveway setbacks are recommended to be maintained at 3m, the intersection setback for parking maintained at 30m. Potential relaxation of the recommended parking setbacks should be supported by a safety review at the design stage, agreeing the changes are acceptable and do not compromise the cycleway from a safety or service perspective, nor impact on the safety and ability of vehicles to exit driveways without crossing the centreline.
  - i. Angle parking is proposed to be reinstated outside the medical centre.
  - j. Three streets that could potentially accommodate an increase in on-street parking have been identified for further investigation; Mersey Street, Medway Street and Derwent Street.
  - k. The option also aims to maintain the existing kerbside parking provision between Medway Street and Avon Street within the business area. This objective would need to be confirmed through further detailed design.
  - l. Within the business area, the west side pedestrian footpath is proposed to be 4.6m in width, in order to maintain as far as practicable the outdoor dining space for local businesses.
  - m. Relocation of the following bus stops are proposed:

- i. Relocating the current stop from 88 The Parade to 64 The Parade near Tamar St
  - ii. Relocating the current stop from 101 The Parade to 73 The Parade near Tamar St
  - iii. Relocating the current stop on the west side of The Parade at Humber Street across to the departure side (north side) of the intersection
- n. The pedestrian crossing by The Empire Theatre to be retained in its current location. The safe walk to school crossing to be moved south, with a relocation of the bus stop and kerbside parking resulting. The pedestrian crossing at Humber Street will be reviewed during detailed design
- o. The landscape and urban design treatment options are recommended to remain in the project design, with the aim to improve the amenity and quality of public space along the length of the Parade.
- 4'. Request officers, subject to detailed design and completion of safety audits, to proceed with a cycleway solution that includes:
- p. Widening the residential carriage way to 3.5 m in each direction
  - q. A 500mm median strip in the middle of the road in the residential section
  - r. The cycleway comes off the road, and cars will again park against the hard kerb
  - s. Retention of the existing planted berm width on the western side of the residential area
  - t. Maintaining both car parks and outdoor dining space through the shopping centre
  - u. Traffic lanes increased to 3.2m width in the shopping centre
  - v. The cycleway will be painted a different colour so as to be visually distinct and will include safety measures to reduce cycling speeds. This could include rumble strips to reduce speed, as well as suggested speed limit for cyclists of 20km or less, communicated through signage to keep speeds down
  - w. An education campaign will be launched to encourage cyclists to reduce their speed, and to be courteous of other users
  - x. Unmarked car parking restored across the residential areas
  - y. Car parks to be restored by dairies
  - z. Raised platforms to improve safety at intersections on side streets
  - aa. Angle parking restored by the Island Bay Medical Centre
  - bb. Removal of speed cushions and lowering pedestrian crossing in shopping centre.
  - cc. A full reseal of The Parade to remove ghost markings
  - dd. WCC to work with GWRC to relocate the following bus stops: Relocating the current stop from 88 The Parade to 64 The Parade near Tamar St. Relocating the current stop from 101 The Parade to 73 The Parade near Tamar St. Relocating the current stop on the west side of The Parade at Humber Street across to the departure side (north side) of the intersection
  - ee. The pedestrian crossing by The Empire Theatre retained in its current location. The safe walk to school crossing has been moved south, with a relocation of the bus stop and kerbside parking. The pedestrian crossing at Humber Street and

Dee Street will be reviewed during detailed design.

5. Note that this proposal allows for the potential new standard for cycleway priority at intersections to be realised early.
6. Note the estimated cost total to be \$6.1 million (excl GST), and which includes 25% contingency. Costs will be refined through detailed design and independent cost estimation.
7. Note that the total estimated cost of \$6.1 million (excl GST) includes a full reseal of The Parade, estimated to cost from \$0.8M to \$1M (excl GST). Note that officers will liaise with New Zealand Transport Agency (NZTA) (as key partners in the Wellington City Cycleways Programme) to get feedback on the final design and layout, and to investigate any options for future co-funding of the cycleway.
8. Agree that detailed design and the traffic resolution process will commence for the adopted design.

**Carried**

[**Secretarial note:** Pursuant to Standing Order 3.18.4 Councillor Woolf requested that his vote against this substantive motion be recorded.]

### **3. Monitoring**

#### **3.1 2016/17 Annual Report**

**Moved Councillor Foster, seconded Councillor Marsh**

#### **Resolved**

That the City Strategy Committee:

1. Receive the information.
2. Note that the Finance, Audit and Risk Management Subcommittee has reviewed the Financial Statements and Statements of Service Provision in detail.
3. Recommend to Council:
  - a. That the Accounting Policies contained in the draft Financial Statements (attached to the officers' report) are formally confirmed for adoption for the Financial Statements for the year ended 30 June 2017.
  - b. The adoption of the Financial Statements and Statements of Service Provision for Wellington City Council and Group within the Annual Report for the year ended 30 June 2017, subject to receiving final unmodified audit clearance from Audit New Zealand.
4. Recommend to Council the adoption of the Annual Report for Wellington City Council and Group for the year ended 30 June 2017 (attached in Attachment 1).
5. Recommend to Council that it delegate to the Chair of the Finance, Audit and Risk Management Subcommittee and Chief Executive the authority to make minor editorial changes that may arise as part of preparing the 2016/17 Annual Report document for publication.

**Carried**

**Moved Councillor Calvert, seconded Councillor Foster the following amendments by way of addition:**

**Resolved**

That the City Strategy Committee:

6. Note on page 64 and 65 minor updates arising from Wellington Water now having finalised its own annual report. These consequently now need to be reflected in Council's annual report.
7. Not on page 232 additional wording agreed with Audit NZ to note 34 which outlines our insurance recoveries disclosure.

Note: in addition a technical amendment in recognition of the consolidation of Karori Sanctuary Trust from the "Other comprehensive revenue and expense" to "Vested assets and other revenue" on p147 and subsequent financial statements. This will affect the group figures only. The impact of this change will be to increase the Net Surplus of the Group from \$32.1m to 36.2m and is a non cash movement. The overall "Total Comprehensive Revenue and Expense" is unchanged.

**Carried**

**Moved Councillor Foster, seconded Councillor Marsh the following substantive motion:**

**Resolved**

That the City Strategy Committee:

1. Receive the information.
2. Note that the Finance, Audit and Risk Management Subcommittee has reviewed the Financial Statements and Statements of Service Provision in detail.
3. Recommend to Council:
  - a. That the Accounting Policies contained in the draft Financial Statements (attached to the officers' report) are formally confirmed for adoption for the Financial Statements for the year ended 30 June 2017.
  - b. The adoption of the Financial Statements and Statements of Service Provision for Wellington City Council and Group within the Annual Report for the year ended 30 June 2017, subject to receiving final unmodified audit clearance from Audit New Zealand.
4. Recommend to Council the adoption of the Annual Report for Wellington City Council and Group for the year ended 30 June 2017 (attached in Attachment 1).
5. Recommend to Council that it delegate to the Chair of the Finance, Audit and Risk Management Subcommittee and Chief Executive the authority to make minor editorial changes that may arise as part of preparing the 2016/17 Annual Report document for publication.
6. Note on page 64 and 65 minor updates arising from Wellington Water now having finalised its own annual report. These consequently now need to be reflected in Council's annual report.



7. Not on page 232 additional wording agreed with Audit NZ to note 34 which outlines our insurance recoveries disclosure.

Note: in addition a technical amendment in recognition of the consolidation of Karori Sanctuary Trust from the "Other comprehensive revenue and expense" to "Vested assets and other revenue" on p147 and subsequent financial statements. This will affect the group figures only. The impact of this change will be to increase the Net Surplus of the Group from \$32.1m to 36.2.m and is a non cash movement. The overall "Total Comprehensive Revenue and Expense" is unchanged.

**Carried**

#### **4. Public Excluded**

##### **Moved Councillor Pannett, seconded Councillor Day**

##### **Resolved**

THAT the City Strategy Committee :

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Acquisition of Land	7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	

**Carried**

The meeting went into public excluded session at 12.27pm.  
The meeting concluded at 12.35pm.

Confirmed: \_\_\_\_\_  
Chair