

Report 00.488
29 June 2000

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**Minutes of the Special Meeting of the Wellington Regional Council
held in the Wellington Regional Council Chamber, The Regional
Council Centre, 142-146 Wakefield Street, Wellington on Thursday,
29 June 2000 at 10.10am**

Present

Councillors Macaskill (Chairperson), Allen, Bonner, Buchanan, Gibson, Laidlaw, Long, McDavitt, McQueen, Shaw, Shields, Turver and Werry.

Officers Present

Messrs Allard, Benham, Darroch, Davey, Maguire, Schollum, Stone, Wright, Drs Bradbury and Watson

Public Business

Procedural Items

263 **Apologies**

Resolved

(Chairperson/Cr Shields)

That the apology from Councillor Thomas be confirmed.

264 **Public Participation**

There were no members of the public who wished to participate in the meeting.

Matters for Consideration

265 **Policy and Finance Committee – 29 June 2000**

Report 00.472

File: E/6/3/2

To be moved

(Chairperson/Cr Long)

That the recommendations of the Policy and Finance Committee meeting held on 29 June 2000 be confirmed.

266 **Confirmation of Differential Special Orders**

(1) Regional Transport Rate

Report 00.471

File: G/6/1/1

Porirua City Council Submission

Members noted there would be a review of the Transport Funding Policy in the coming year.

Resolved

(Chairperson/Cr McDavitt)

The Wellington Regional Council hereby resolves, by way of Special Order, pursuant to Sections 34, 80 and 84 of the Rating Powers Act 1988, Section 716B of the Local Government Act 1974, and all other provisions enabling it in that behalf, as follows:

1. *That the system of differential rating set out below be introduced with effect from 1 July 2000.*
2. *That the system of differential rating shall apply to a works and services rate, to be known as the Regional Transport Rate, made and levied by the Wellington Regional Council pursuant to section 34 of the Rating Powers Act 1988 on all rateable property in the Wellington Region determined by the Council to benefit from regional transport services, such that the rate made and levied in respect of any specified category of property shall vary from the rate made and levied in respect*

of any other specified category of property as set out in this Special Order.

3. *The Regional Transport Rate shall be made and levied by the Council pursuant to the Rating Powers Act 1988 on the Capital Value of every separately rateable property in the region (other than those separately rateable properties in the Tararua District).*

That in accordance with section 84(1)(c) of the Rating Powers Act 1988, the following statement be made on the creation of the differential basis:

4. ***Matters taken into account in preparing the proposed system of differential rating:***
- (a) *the degree to which different parts of the Region are served by regional transport services; and*
 - (b) *the degree of benefit derived or likely to be derived by any category of property from regional transport services provided in that part of the Region; and*
 - (c) *the population of that part of the Region; and*
 - (d) *the value of infrastructural assets to be provided within different parts of the Region.*
5. ***Proposed groups of property for differential rating***

That for the purposes of this Special Order, properties in the region shall be divided into the following categories in the rating rolls of the territorial authority in whose district the area of benefit is located:

<i>Area of Benefit</i>	<i>Category</i>	<i>Description</i>
<i>Wellington City</i>	<i>Wellington City Downtown City Centre Business</i>	<i>all separately rateable non-residential properties within the Downtown City Centre, currently shown on Map 32 of the Proposed District Plan of Wellington City, as may be amended from time to time by Wellington City Council (Copy of Map 32 on Page 6).</i>
	<i>Wellington City Business</i>	<i>All separately rateable properties classified Non-residential in the rating roll of Wellington City outside the Downtown City Centre.</i>
	<i>Wellington City Residential</i>	<i>all separately rateable properties classified Residential in the rating roll of Wellington City.</i>
	<i>Wellington City Rural</i>	<i>all separately rateable properties classified Rural and Farm in the rating roll of Wellington City.</i>

<i>Lower Hutt City</i>	<i>Lower Hutt City Business</i>	<i>all separately rateable properties classified Business in the rating roll of Lower Hutt City.</i>
	<i>Lower Hutt City Residential</i>	<i>all separately rateable properties classified Residential in the rating roll of Lower Hutt City</i>
	<i>Lower Hutt City Rural</i>	<i>all separately rateable properties classified Rural in the rating roll of Lower Hutt City.</i>
<i>Porirua City</i>	<i>Porirua City Urban</i>	<i>all separately rateable properties classified Residential and Business in the rating roll of Porirua City.</i>
	<i>Porirua City Rural</i>	<i>all separately rateable properties classified Rural in the rating roll of Porirua City.</i>
<i>Upper Hutt City</i>	<i>Upper Hutt City Urban</i>	<i>all separately rateable properties classified Residential, Commercial and Industrial in the rating roll of Upper Hutt City.</i>
	<i>Upper Hutt City Rural</i>	<i>all separately rateable properties classified Rural in the rating roll of Upper Hutt City.</i>
<i>Otaki Ward of Kapiti Coast District</i>	<i>Otaki Ward Urban</i>	<i>all separately rateable properties in the Urban rating area of the Otaki Ward of Kapiti Coast District.</i>
	<i>Otaki Ward Rural</i>	<i>all separately rateable properties in the Rural rating area of the Otaki Ward of Kapiti Coast District.</i>
<i>Kapiti Coast District (excluding Otaki Ward)</i>	<i>Kapiti Coast Urban</i>	<i>all separately rateable properties in the Urban rating areas of the Paekakariki/Raumati, Paraparaumu and Waikanae Wards of Kapiti Coast District.</i>
	<i>Kapiti Coast Rural</i>	<i>all separately rateable properties in the Rural rating areas of the Paekakariki/Raumati, Paraparaumu and Waikanae Wards of Kapiti Coast District</i>
<i>Masterton District</i>	<i>Masterton District Urban</i>	<i>all separately rateable properties in the Urban rating areas of Masterton District.</i>
	<i>Masterton District Rural</i>	<i>all separately rateable properties in the Rural rating areas of Masterton District.</i>
<i>Carterton District</i>	<i>Carterton District Urban</i>	<i>all separately rateable properties classified as Residential, Commercial/Industrial and Rural Residential in the rating roll of Carterton District.</i>
	<i>Carterton District Rural</i>	<i>all separately rateable properties classified Rural and Rural/Industrial in the rating roll of Carterton District.</i>
<i>South Wairarapa District</i>	<i>South Wairarapa District Urban</i>	<i>all separately rateable properties classified Urban in the rating roll of South Wairarapa District.</i>

	South Wairarapa District Rural	all separately rateable properties classified Rural in the rating roll of South Wairarapa District.
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6. In each rating year the amount of the Regional Transport Rate shall be calculated as follows:

6.1 The Region is divided into the following areas of benefit - Wellington, Lower Hutt, Upper Hutt, Porirua, Kapiti Coast (excluding Otaki Ward), Otaki Ward of Kapiti Coast District, Masterton, South Wairarapa and Carterton.

6.2 The cost of public transport services and public transport infrastructure provided in each area of benefit is allocated on the following basis:

- 42.5% (congestion relief) to the area of benefit of origin and charged to residential properties in that district),
- 42.5% (congestion relief) to the area of benefit of destination (to be charged to the commercial properties in that district),
- 10% (concessionary) to be divided equally between the residential ratepayers in the area of benefit of origin and the commercial ratepayers in the area of benefit of destination,
- 5% (social) to all ratepayers in the Region, with a 50% discount in Kapiti Coast District (including Otaki), and a 75% discount in Masterton , Carterton and South Wairarapa.

6.3 The cost of the total mobility programme is allocated between each area of benefit according to the actual expenditure in those areas of benefit where that information is available. Otherwise it is allocated on the basis of weighted population. A 50% discount is applied to rural properties to reflect their reduced access to the service.

6.4 The cost of regional transport planning is allocated between each area of benefit according to equalised capital value, a 75% discount to Masterton, Carterton and South Wairarapa, and a further 50% discount applied to rural properties to reflect that metropolitan areas are the major beneficiaries of transport planning.

7. The Regional Transport Rate shall be made and levied on the Capital Value of all separately rateable properties in the Region, (other than those in Tararua District) at such rates in the dollar as are required to yield (as nearly as practicable) the following proportions of the total revenue required for the rate from each differential category in each area of benefit:

7.1 Wellington City

Wellington City Downtown City Centre Business

58.27%

<i>Wellington City Business</i>	<i>1.93%</i>
<i>Wellington City Residential</i>	<i>39.65%</i>
<i>Wellington City Rural</i>	<i>0.15%</i>

7.2 Lower Hutt City	
Lower Hutt City Business	20.37%
Lower Hutt City Residential	79.22%
Lower Hutt City Rural	0.41%
7.3 Upper Hutt City	
Upper Hutt City Urban	96.89%
Upper Hutt City Rural	3.11%
7.4 Porirua City	
Porirua City Urban	98.59%
Porirua City Rural	1.41%
7.5 Otaki Ward	
Otaki Ward Urban	68.18%
Otaki Ward Rural	31.82%
7.6 Kapiti Coast District (excluding Otaki Ward)	
Kapiti Coast Urban	98.27%
Kapiti Coast Rural	1.73%
7.7 Masterton District	
Masterton District Urban	79.57%
Masterton District Rural	20.43%
7.8 Carterton District	
Carterton District Urban	65.64%
Carterton District Rural	34.36%
7.9 South Wairarapa District	
South Wairarapa District Urban	69.45%
South Wairarapa District Rural	30.55%

It was further resolved

(Chairperson/Cr McDavitt)

That the submission of Porirua City Council be noted.

(2) Bovine Tb Vector Control Rates

Report 00.469

File: Y/23/30, E/6/1/8

Resolved

(Cr Long/Cr Buchanan)

- (1) *That the Wellington Regional Council hereby resolves, by way of Special Order, pursuant to Sections 34, 80 and 84 of the Rating Powers Act 1988, Section 716B of the Local Government Act 1974, and all other provisions enabling it in that behalf, as follows:*

- (a) *That the system of differential rating set out below be introduced with effect from 1 July 2000.*
- (b) *That the system of differential rating shall apply to Works and Services rate, to be know as the Bovine Tb Vector Control Rate, made and levied by the Wellington Regional Council pursuant to section 34 of the Rating Powers Act 1988 on the area of all rateable property in that part of the Wellington Region determined by the Council to be the area of benefit from Bovine Tb vector control works, such that the rate made and levied in respect of any specified category of property shall vary from the rate made and levied in respect of any other specified category of property as set out in this Special Order.*
- (c) *That for the purposes of this Special Order, properties in the area of benefit shall be divided into the following categories:*

Category 1 - Operational Areas

Rateable land receiving a direct benefit from Council's Bovine Tb vector control works, being properties over 10 hectares in area situated in those areas designated on Classification Roll 1.

Category 2 - Non-Operational Areas

Rateable land receiving an indirect benefit from Council's Bovine Tb vector control works, being properties over 10 hectares in area situated in those areas designated on Classification Roll 2.

Notes

- (i) *For the purpose of these definitions, direct benefit has been assessed by reference to works specifically programmed by the Council in its Bovine Tb vector control programme.*
 - (ii) *The categories of property described in this Special Order are more particularly set out in Plans held by the Council.*
 - (iii) *Where any separately rateable property falls within more than one differential category the Classification Rolls will identify the total hectares in each rateable area.*
- (d) ***In each rating year the amount per hectare of the Bovine Tb Vector Control Rate shall be calculated in respect of the differential categories as follows:***
- (i) *The amount per hectare for Category 1 - Operational Areas shall be such as to produce 90% of the total required revenue.*

- (ii) *The total amounts per hectare for Category 2 - Non Operations Areas shall be such as to produce 10% of the total required revenue.*

(e) ***That in accordance with section 84(1)(c) of the Rating Powers Act 1988, the following statement be made on the alteration of the differential system:***

A. Matters taken into account in preparing the proposed introduction of the system of differential rating:

The Council has, in consultation with ratepayers, the Animal Health Board and Agri-Quality NZ, developed a regional Bovine Tb Operational Plan for the containment and reduction of the incidence of Bovine Tb in the Wellington Region. The plan identifies high-risk areas, which have been designated “operational areas”. It is acknowledged that certain non-operational areas, particularly those adjacent to operational areas will receive an indirect benefit from activities carried out in operational areas.

The Council has taken account of the following matters:

- (i) *The degree of Bovine Tb vector infestation in different areas.*
- (ii) *The reported and known incidence of Bovine Tb vector infestation in different areas.*
- (iii) *The likelihood of the spread of Bovine Tb through possum and other vector infestation.*
- (iv) *The effects of possum infestation upon forestry and agricultural land generally.*

In relation to the extent to which steps have been taken by or on behalf of occupiers to reduce or control Bovine Tb vector infestation, the Council has given consideration to such measures by reducing the rates on the property to the level of a Category 2 property.

In relation to the use or uses to which different pieces of land are put the Council has considered the importance of the control of possums in particular for agricultural and forestry activities and has also taken into account the reduced significance the control of possums infestation has for urban and industrial land.

The Council has also considered the overall economic benefit to the region, arising from the control of Bovine Tb vector infestation and the reduction in the incidence of Bovine Tb. The reduction and eventual eradication of Bovine Tb in the region will have a direct economic benefit to those ratepayers engaged in cattle and deer farming, and indirect benefit to other ratepayers involved in agriculture or forestry. In addition, ratepayers of the region generally will benefit from the contribution to the sustainability of the rural

economy and the major conservation benefits that the Council's pest management activities will make.

B. The proposed types or groups of property for differential rating

The differential categories are set out in paragraph 3 of this Special Order.

- (2) *That the seal of the Wellington Regional Council be affixed to the Special Order by an authorised officer.*

The meeting closed at 10.35am.

CR STUART MACASKILL
Chairperson

Date: