

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 1.00pm
Date: Thursday, 6 August 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer (Chair)
Councillor Foster
Councillor Lee
Councillor Pannett
Councillor Sparrow

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing Council's regulatory functions.

Quorum: 3 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The minutes of the meeting held on 4 June 2015 will be put to the Regulatory Processes Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Regulatory Processes Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Regulatory Processes Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Regulatory Processes Committee for further discussion.

2. General Business

APPROVAL OF NAMES FOR NEW RIGHT OF WAYS OFF HAVANA RISE

Purpose

1. The purpose of this report is to seek approval of the names for the right of ways off Havana Rise, as shown on Plan F 3074.

Summary

2. This is a proposal to name two right of ways off Havana Rise in Grenada Village.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to give approval for the names Antigua Way and Gayle Place to be allocated to the new right of ways built as a result of residential development in the Lincolnshire Farm area of Grenada Village, as shown on Plan F 3074 (Appendix 3074)

Background

3. Hunters Hill Ltd is developing the Lincolnshire Farm area and is proposing the creation of 24 new residential allotments. These allotments will be accessed either from the two new right of ways, or from Havana Rise.

Discussion

4. The roads to the new cul-de-sacs of this development are within the boundary of the suburb of Grenada Village. The names of the roads in this suburb follow a Caribbean theme. This theme has been followed since the mid-seventies. Rod Halliday, on behalf of Hunters Hill Ltd, proposed the following names:

- Carmel
- Gayle
- Barbados
- Antigua

These names were checked for duplication, similarity and suitability with Wellington Regional Council. They have no objection to the use of these proposed names in the Wellington region.

A 'Google' search indicates that the names **Carmel, Gayle, Barbados** and **Antigua** are Caribbean place names.

Carmel is a settlement in Westmoreland, Jamaica.

Gayle is a settlement in Jamaica. It has population of 3,238 and is part of Saint Mary Parish.

Barbados has already been used elsewhere in Grenada Village.

Antigua is an island in the West Indies. It is part of the Leeward Islands in the Caribbean sea. Antigua means “ancient” in Spanish. It is named after an icon in Seville Cathedral, Santa Maria de la Antigua (St Mary of the Old Cathedral). Antigua’s economy is mainly reliant on tourism, with the agricultural sector serving the domestic market. Over 31,000 people live in the capital city, St. John’s, situated in the north-west. It has a deep harbour which is able to accommodate large cruise ships. A world-class regatta is held each year which attracts many sailing vessels and sailors to the island.

Recommended Names

- 5. Council officers recommend Gayle Place and Antigua Way to be approved for the two right of ways. Officers feel that these names are recognisable as Caribbean names.

Conclusion

- 6. Officers recommend that the names Gayle Place and Antigua Place be approved to be allocated to the new right of ways.

Attachments

Attachment 1. F PLAN 3074

Page 10

Author	Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Consultation and Engagement

Consultation on this proposal has taken place with Rod Halliday on behalf of the developer, Hunters Hill Ltd.

Treaty of Waitangi considerations

Iwi were invited to make suggestions, but did not provide any names.

Financial implications

There are no financial implications.

Policy and legislative implications

Allocation of street names is a statutory function under section 319A of the Local Body Government Act 1974.

The report is consistent with the Council's Road Naming Policy.

Risks / legal

There are no obvious legal implications in this proposal.

Climate Change impact and considerations

Not applicable.

Communications Plan

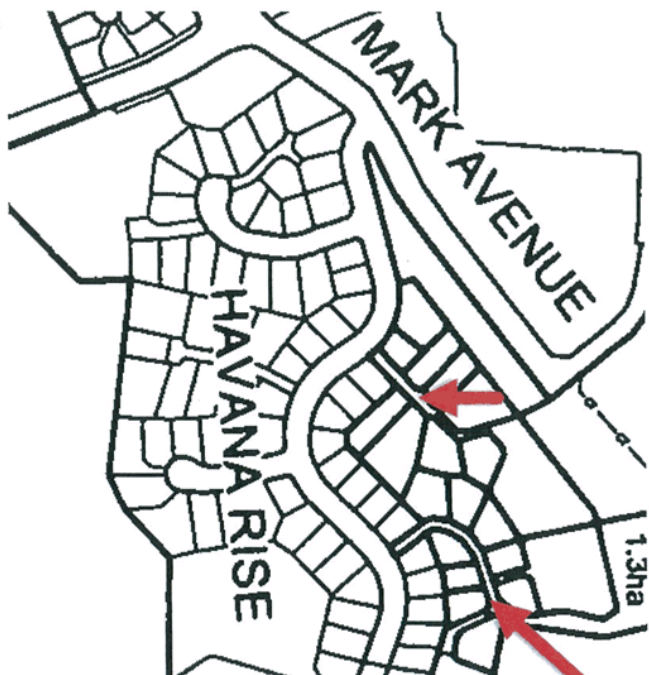
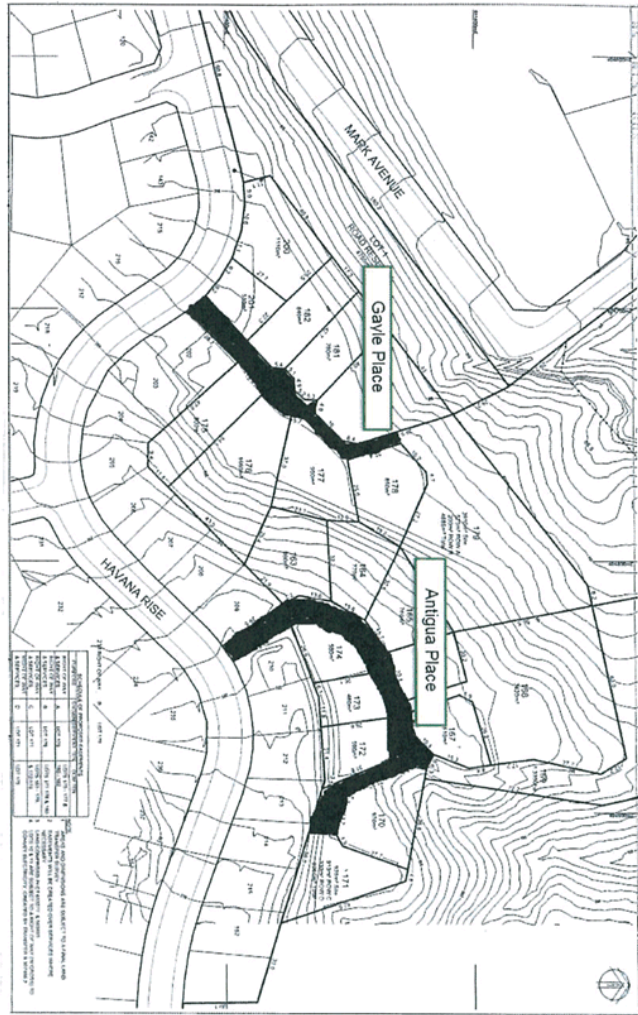
There is an extensive notification list which includes Land Information New Zealand and EmergencyServices.

Item 2.1 Attachment 1

F PLAN 3074

6 AUGUST 2015

RIGHT OF WAYS TO BE NAMED
GAYLE PLACE
ANTIGUA PLACE



APPROVAL OF NAMES FOR NEW RIGHT OF WAYS OFF SPENMOOR STREET

Purpose

1. The purpose of this report is to seek approval of the names for the right of ways off Spenmoor Street, as shown on the Plan F 3075.

Summary

2. This is a proposal to name seven right of ways off Spenmoor Street in Newlands.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to give approval for the names Mustang Terrace, Spitfire Place, Mooney Way, Cirrus Close, Cessna Way, Piper Way and Grumman Lane to be allocated to the new right of ways built as a result of residential development in Newlands, as shown on F 3075 (Appendix 3075).

Background

3. Pukehuia Ltd is developing the area and is proposing to develop 51 household units on the new residential allotments. The development of the site started as a rural-residential subdivision of land in 2008. The Zoning was changed from Rural to Outer Residential in 2012. The new household units will be accessed either from Spenmoor Street, or from the new right of ways.

Discussion

4. Pukehuia Ltd intend to build affordable housing at a handy location with pleasant views for the residents. Houses have already been built on some of the lots. There are also houses currently under construction on other lots in this area. There is no street naming theme for this area at present. David Gibson, on behalf of Pukehuia Ltd, has proposed an aircraft naming theme for this development. The aircraft theme is selected because of the developer's personal interest in planes and also because the site has views of the airport looking down the runway. Pukehuia Ltd has proposed the following aircraft names:

- Mustang
- Spitfire
- Mooney
- Cirrus
- Cessna
- Piper
- Grumman

These are names of light and mid-sized planes. Some are single seat fighter aircraft while others are used for sport and as business jets. The names have been verified by the officers of the Land, Customer and Property Information Team. With over 2000 street names in Wellington City, it is becoming increasingly difficult to find names that are not already being used in the region.

The developer also suggested the name 'Pukehuia' for the longest right of way, but iwi did not support the use of this name.

Recommended Names

5. Council officers recommend Mustang Terrace, Spitfire Place, Mooney Way, Cirrus Close, Cessna Way, Piper Way and Grumman Lane to be approved for the new right of ways. Officers feel that an aircraft street naming theme is suitable for this development due to the site's outlook and views.

Attachments

Attachment 1. F PLAN 3075

Page 14

Author	Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Consultation and Engagement

Consultation on this proposal has taken place with David Gibson on behalf of the developer, Pukehuia Ltd.

These names were checked for duplication, similarity and suitability with the Wellington Regional Council. They have no objection to the use of these proposed names in Wellington region.

Newlands Paparangi Progressive Association were invited to provide their views but did not suggest any alternative name.

Treaty of Waitangi considerations

Iwi were invited to make suggestions, but did not provide any names.

Financial implications

There are no financial implications.

Policy and legislative implications

Allocation of street names is a statutory function under section 319A of the Local Body Government Act 1974.

The report is consistent with the Council's Road Naming Policy.

Risks / legal

There are no obvious legal implications in this proposal.

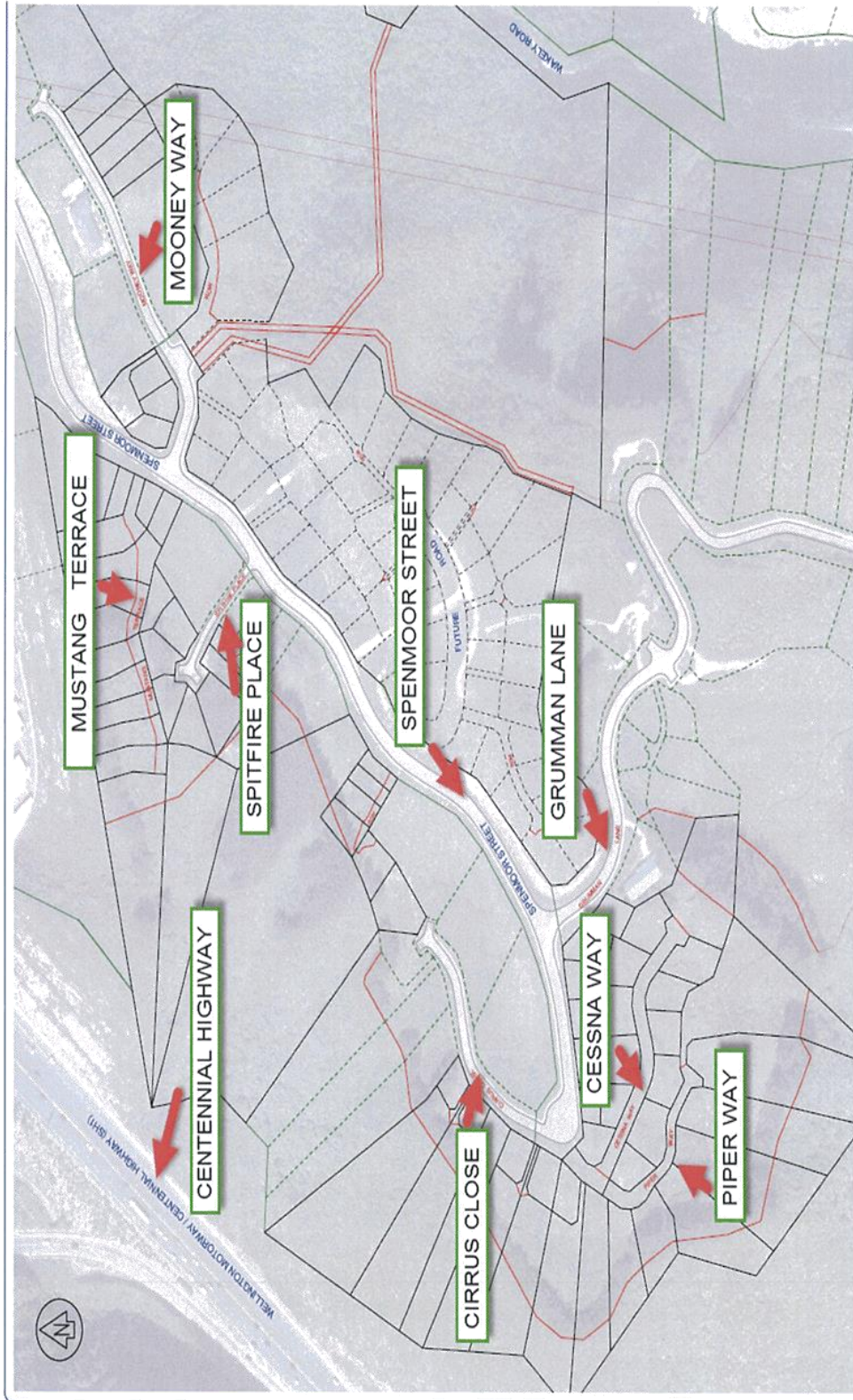
Climate Change impact and considerations

Not applicable.

Communications Plan

There is an extensive notification list which includes Land Information New Zealand and Emergency Services.

Item 2.2 Attachment 1



F PLAN 3075
6 AUGUST 2015

RIGHT OF WAYS TO BE NAMED
OFF SPENMOOR STREET, NEWLANDS

ROAD CLOSURE

Purpose

1. To seek approval of the Regulatory Processes Committee for the temporary closure of the roads in Wellington City for events.

Summary

2. The Wellington City Council has received an application from each of the following event organisers:
3. Shelly Bay Sealed Sprint
4. Cigna Round the Bays Fun Run
5. World of Wearable Arts
6. Tennyson Street Fair

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic engineer that the amendment is not likely to cause unreasonable impact on traffic.
3. Agree to closed the following roads for the above events to vehicles only, subject to the conditions listed in the Proposed Temporary Road Closure Impact Report:
 - a) For the Shelly Bay Sealed Sprint (7.00am to 6.00pm 20 September 2015)
 - Massey Road (at Scorching Bay Reserve and Northern entrance to the Former Shelly Bay Defence Base).
 - b) For the Cigna Round the Bays Fun Run (6.30am to 1pm 21 February 2016)
 - Customhouse Quay (southbound lanes from Whitmore to Jervois Quay)
 - Jervois Quay (southbound lanes from customhouse Quay to Cable Street)
 - Cable Street (between Jervois Quay and Oriental Parade – with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace)
 - Oriental Parade (all of Oriental Parade)
 - Evans Bay Parade (between Oriental Parade and Cobham Drive)
 - Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent)
 - Wellington Road (one way east between Crawford Road and Ruahine Street)
 - Shelley Bay Road (all of Shelly Bay road)
 - Massey Road (between Shelly Bay Road and approximately Point Gordon)
 - c) For the World of Wearable Arts (12noon to 2pm 23 September 2015)
 - Corner of Willis Street and Lambton Quay to Brandon Street (northbound)
 - Corner of Panama Street and Lambton Quay to the intersection of Lambton Quay and Willis Street (southbound)

- d) For the Tennyson Street Fair (6am to 7pm 18 October 2015) Postponement Day
- 6am to 7pm 25 October 2015
 - Tennyson Street (between Tory Street and Cambridge Terrace)

Background

7. The Council receives numerous requests throughout the year for public roads to be closed for events. These requests are processed and a detailed traffic impact report is prepared for each as attached. This report to the Committee has been prepared, in accordance with the procedures that were approved by the Committee on 15 December 2010.
8. Approval is required from the Regulatory Processes Committee to allow the temporary closure of roads in the Wellington district for an event supported by the Wellington City Council. This will ensure that the Wellington City Council is complying with the requirements of the Local Government Act 2002 for the temporary closure of roads within its jurisdiction.

Discussion

9. There are a number of road closure requests for different events being brought to the Committee. All the information is in the impact reports attached:

Attachments

Attachment 1.	Shelley Bay	Page 18
Attachment 2.	Cigna Road Closures	Page 23
Attachment 3.	WOW	Page 29
Attachment 4.	Tennyson Street	Page 34

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Affected stakeholders were notified of the Council's intention to consider the proposed temporary road closures through an advertisement in the Dominion Post. This advertisement requested the public to make submissions on the proposed road closures.

The New Zealand Police and the Ministry of Transport have also been consulted. Any Correspondence received in response to the proposed closures has been included in attached impact reports.

Approval of a traffic management plan for the event will address and show how any objections raised are to be managed.

The City Events Team has assessed the proposed events with regard to their contribution towards Council's strategies and policies. The proposed events support the Council's strategy of being the "events capital" and will contribute to the economic success of the city.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications.

Financial implications

The administration of events is managed under project C481. There are no unforeseen costs associated with these events.

Policy and legislative implications

A Council Traffic engineer has assessed the proposed closures with regard to the expected impact on traffic. The Traffic Engineer has provided a professional opinion as to whether the resulting impact on traffic is likely to be reasonable or unreasonable.

The closures, if implemented according to an approved traffic management plan and in accordance with specific conditions set by the Traffic engineer, will enable the safe running of the event and minimise the impact on traffic. If, in the opinion of the Council, the closure may impede or does impede traffic unreasonably, any approval granted by the Council may be revoked and the event organiser may be required to open the road at the direction of the Council's Traffic Engineer.

Risks / legal

Nil

Climate Change impact and considerations

N/A

Communications Plan

Road closures will be advertised in the Dominion Post and affected parties will be notified by the event organiser.

REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON CAR CLUB – SHELLY BAY SEALED SPRINT SUNDAY 20 SEPTEMBER 2015

1. Description of Event

The Wellington Car Club wish to run a Motorsport New Zealand sanctioned race, having received an Event Organisers Permit. The event will be run under the regulations and other relevant documentation endorsed by the Motorsport New Zealand Area Steward. This event has been held for a number of years on its current course, which is approximately 2.6km long.

It is proposed to close **Massey Road** (at Scorching Bay Reserve, and the northern entrance to the former Shelly Bay Defence Base) **from 7:00am to 6:00pm on Sunday 20 September 2015**, with the start line located at Point Gordon.

Public notification signage will be erected at least 10 days prior to the event. Marshals (15 in total over the entire closure), with detour maps available, will be situated at the intersection of Miramar Ave and Shelly Bay Road, and at the intersection of Awa/Karaka Bay Roads and Marine Parade. Marshals will assist traffic by redirecting them with maps if required. Emergency access will be from either Shelly Bay Road or Karaka Bay Road and will be assisted by marshals. Where main walking tracks meet the event, road and pedestrian crossings will be controlled by marshals. The event is to be operated under a Council approved traffic management plan which will be based on the Club's own traffic management and event safety plan.

Residents and businesses directly affected by the road closure (those within the closed area or directly adjacent to the closed area) will be notified by letter drop prior to the event. The road closures will be advertised in the Wellingtonian on the Thursday before the event.

2. Events Directorate Support

The Events Directorate has no connection with, and no objection to, this event.

3. Proposal Notice and Consultation

The public notice that the Council is proposing to consider this closure was published in the following newspaper:

- Dominion Post Saturday 4 July 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to the plans provided, is not likely to impede traffic unreasonably subject to the conditions stated below.

However, the Council reserves the right to modify this opinion at any time.

If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Temporary Road Closures Subcommittee may be revoked and the event organiser may be required to re-open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:


- The event organiser is to provide adequate advanced notification signage at key locations and publicity to ensure that the public is advised of this rally and the road closures.
- The event marshals are to ensure safety is not compromised at locations where pedestrians and the sprint race event are in conflict and for generally maintaining public safety within the Road Closure area.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.


Signed

Stephen Harte
Programme Manager Transport Network Development

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Endorsed By: 
Warrick Dent
Manager City Events



PROPOSAL TO CLOSE ROADS

The Regulatory Processes Committee will meet on Thursday 6 August 2015 to consider the following temporary road closures for events.

Tennyson Street Fair

6am-7pm, Sunday 18 October 2015

(Postponement date 25 October 2015)

Tennyson Street - Tory Street to Cambridge Terrace.

Wellington Car Club Sealed Sprint

7am-6pm, Sunday 20 September 2015

Massey Road - between Scorching Bay Reserve and the northern entrance to former Shelley Bay Defence base.

Any person objecting to a proposed road closure must contact the City Council in Writing before 4pm, Friday 24 July 2015.

Please send correspondence to Maria Taumaa, at mailing address below, by fax to 04 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

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REGULATORY PROCESSES COMMITTEE

Appendix 2



PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*CIGNA ROUND THE BAYS
SUNDAY 21 FEBRUARY 2016*

1. Description of Event

Sport Wellington has applied to hold the annual Cigna Round the Bays Fun Run and Half Marathon. The proposed event is the same as the 2015 event - starting at Frank Kitts Park and finishing at Kilbirnie Park. It also includes, for the fifth time, a half-marathon event to Scorching Bay, which then returns to the Kilbirnie Park finish. The whole event is strongly supported by an in excess of 10,000 people each year, with a broad cross section of the community running and walking the course.

The proposed road closures, to vehicular traffic, are for Sunday 21 February 2016 as follows;

- **Customhouse Quay** (southbound lanes, from Whitmore to Jervois Quay) from 6.30am and 11.00am.
- **Jervois Quay** (southbound lanes from Customhouse Quay to Cable Street) from 6.30am and 11.00am.
- **Cable Street**. (between Jervois Quay and Oriental Parade – with the exception of the right hand lane which will be open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am.
- **Oriental Parade** (all of Oriental Parade) from 7.30am to 11.00am.
- **Evans Bay Parade** (between Oriental Parade and Cobham Drive) from 7.30am to 12noon.
- **Evans Bay Parade** (between Cobham Drive and Kilbirnie Crescent) from 7.30am to 1.00pm.
- **Wellington Road**, (one way east between Crawford Road and Ruahine Street) from 7.30am to 12.00pm
- **Shelly Bay Road** (all of Shelly Bay Road) from 7.45am to 12noon.
- **Massey Road**. (between Shelly Bay Road and approximately Point Gordon), from 7.45am to 12noon

In addition, State Highway 1 Cobham Drive from the Wellington Road/Kupe Street intersection to Troy Street roundabout will be closed from 8.10am to 11.30am. Arterial roads adjoining Oriental Parade and Evans Bay Parade will be affected by these closures, as will intersections adjoining the State Highway at Taurima Street, Goa Street and Ruahine Street. Alternative entry routes to Hataitai will be provided at the Kupe Road/Wellington Road intersection, the Wellington Road/Moxham Avenue intersection and via Roseneath/Mt Victoria. The street closures affecting the State Highway will require a separate approval from NZTA. As in previous years, the closures will remain in place for the minimum duration, with the roads being opened at the earliest and safest time.

There will be areas designated as "No Stopping" to assist with the finish line set-up and the diverted traffic flow around Kilbirnie Park and the general Kilbirnie area. Notification signs will be placed at points along the proposed closures at least one week prior to the event advising of the road closures and the parking restrictions. Residents and local businesses will also receive a letter drop advising them of the road closures and parking restrictions. The closures will be advertised in Our Wellington

Page of the Dominion Post in the week preceding the event. The event is to be traffic managed by a qualified traffic management company and emergency services will have immediate access to the area if required.

2. Events (Business Development) Support

This is an annual event organised by Sport Wellington and is supported by the Events Business Unit.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was published in the following newspaper:

- Dominion Post Saturday 27 June 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic Engineer, the propose closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to publicly notify the event via letter drop, newspaper advertisement, advanced signage and media releases.
- The event organiser is to ensure that the emergency services (Police, Fire and Ambulance Services) have been consulted with and that the Traffic Management Plan includes all of their specific requirements.

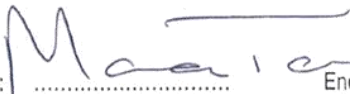
- The event organiser is to ensure that the affected property owners and businesses along the road closures are consulted with.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to work with the public transport operators to provide alternative public transport route and bus stops.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide the Wellington City Council with a separate detailed Traffic Management Plan for the diverted State Highway traffic onto City Council streets in particular Kilbirnie Crescent, Rongotai Road and Troy Street. The management of the diverted traffic onto City Council streets will remain solely in the control of the Wellington City Council instead of the New Zealand Transport Agency.
- The event organiser is to ensure safe and reasonable access for affected parties and have regular updates and contact with on-site marshals and City Council representatives.
- The event organiser is to provide details of the Traffic Management Plan to Council for approval prior to the event.

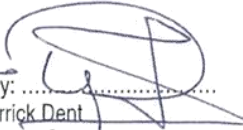
Signed 

Stephen Harte
Programme Manager Transport Network Development

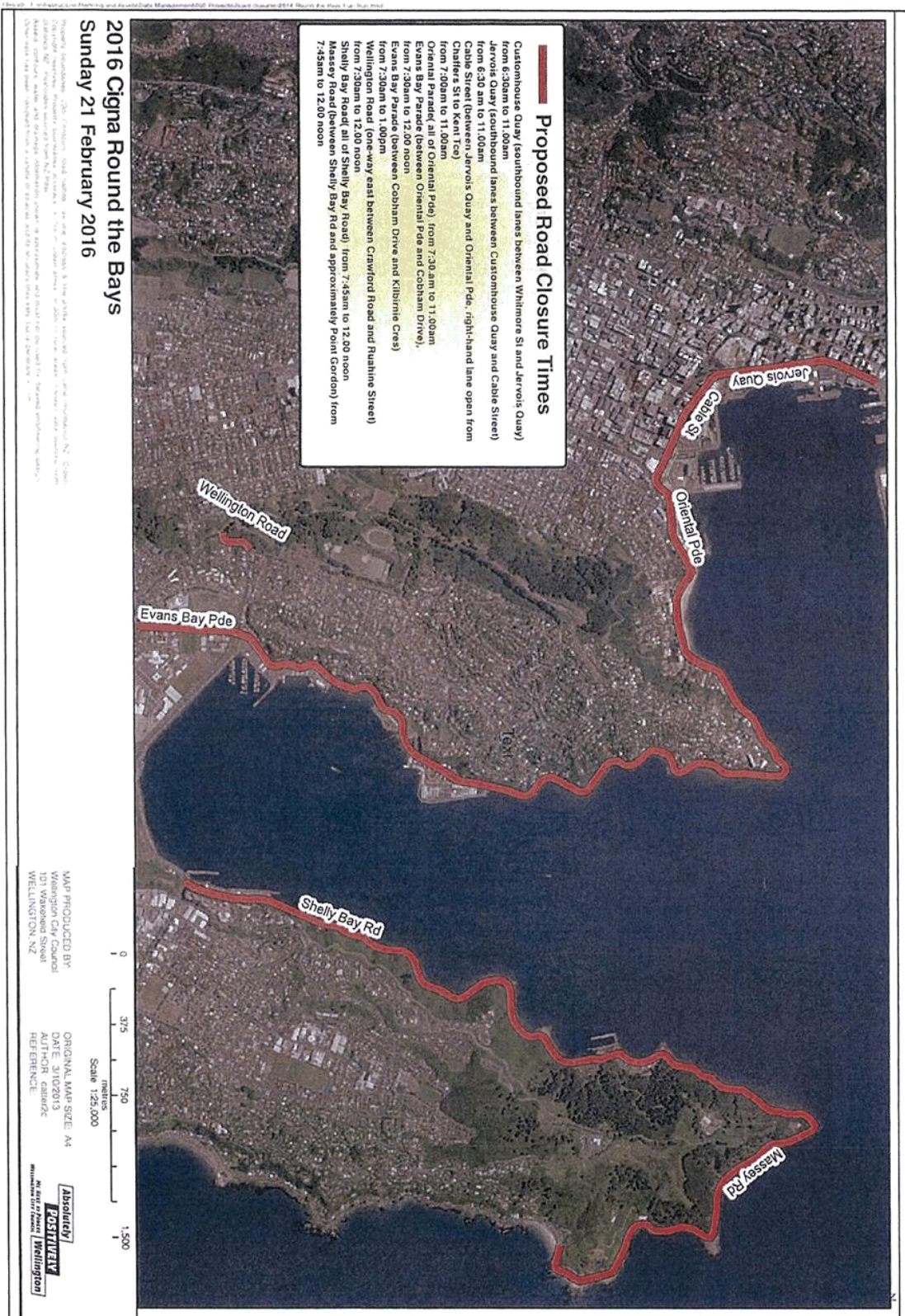
6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
Maria Taumaa
Street Activities Coordinator

Endorsed By: 
Warrick Dent
Manager City Events

Item 2.3 Attachment 2



PROPOSAL TO CLOSE ROADS

The Regulatory Processes Committee will meet on Thursday 6 August 2015 to consider the following temporary road closures for an event.

Cigna Round the Bays 2016 Sunday 21 February 2016

Road Closures

Customhouse Quay - 6.30am-11am, southbound lanes closed from Whitmore Street to Jervis Quay.

Jervis Quay - 6.30am-11am, southbound lanes closed from the intersection of Jervis Quay and Customhouse Quay to Cable Street. One northbound lane will be closed.

Cable Street - 7am-11am, closed from Jervis Quay to Chaffers Street, and Chaffers Street to Oriental Parade. Right-hand lane, southbound, open from Chaffers Street to Kent Terrace.

Oriental Parade - 7.30am-11am, including all joining roads: Herd Street, Oriental Terrace, Freyberg Carpark, Hay Street, Grass Street and Carlton Gore Road.

Evans Bay Parade - 7.30am-12 noon, closed from the intersection of Carlton Gore Road and Oriental Parade to Cobham Drive.

Evans Bay Parade - 7.30am-1pm, closed from Cobham Drive to Kilbirnie Crescent intersection. All arterial roads joining Evans Bay Parade closed from 7.45am-12 noon.

Wellington Road - 7.30am-11.30am, from the intersection of Cobham Drive and Hamilton Road to Tory Street roundabout.

Wellington Road - 7.30am-12 noon, one way east between Crawford Road and Ruahine Street.

Shelly Bay Road - 7.45am-12 noon, between Miramar Avenue and Massey Road. There will be a detour route in place.

Massey Road - 7.45am-12 noon, between Shelley Bay Road and approximately point Gordon.

Taurima Street, Hataitai - 7.30am-11.30am, no access into Hataitai. Traffic can exit from Hataitai only.

Goa Street, Hataitai - 7.30am-11.30am, no access into Hataitai. Traffic can exit from Hataitai only.

Parking restrictions

Jervis Quay - no parking 6.30am-11am on southbound lanes between Grey Street and Cable Street

Cable Street - no parking 6.30am-11am between Jervis Quay and Chaffers Street

Kilbirnie Crescent - no parking 7am-12 noon on park side between Wellington Road and Evans Bay Parade intersection

Evans Bay Parade - no parking 7.30am-1pm between Cobham Drive and Kemp Street

Calabar Road - No parking 7.30am-1pm from the Calabar Road roundabout to Shelly Bay Road

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, 10 July 2015. Please send correspondence to Maria Taumaa, at the mailing address below, by fax to 801 3009 or by email maria.taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

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Me Heke Ki Pōneke

Item 2.3 Attachment 2

REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WORLD OF WEARABLE ARTS *23 SEPTEMBER 2015*

1. Description of Event

World of Wearable Art Awards (WOW) contributes \$23.6 million into the Wellington region each year. In 2014, Wow presented street performances in Wellington CBD, by the Chinese Shaolin Monks (who headlined the 2014 WOW show). These public performances enlivened the city and brought a unique spectacle to the city streets, with crowds of visitors and locals enjoying a close encounter with these unique performers. Following on from this highly successful event, WOW would like to bring to the streets of Wellington another strong performance piece as part of its 2015 season.

The proposal is to bring 30 contemporary and ballet dancers to perform an original piece created for the WOW stage in 2012 and adapt it for this street performance. The dance piece will be a large-scale performance and literally uses colour to transform a space temporarily – this is a theatrical extravaganza completed in 13 minutes.

WOW in association with Wellington City aim to bring a strong WOW event to the streets of Wellington.

The Lambton Quay event will activate the beginning of WOW in the city and will in a dynamic way engage awareness of a further three free public performances that will take place over the following week. They want to create a lasting impression of the show in a direct relationship with the city and its streets - an event like this will provide an extraordinary media opportunity, a dynamic social sharing opportunity and will continue to develop the narrative of Wellington as New Zealand's cultural capital.

The proposed road closure is: **23 September 2015 12noon to 2pm**

- **Corner of Willis Street and Lambton Quay to Brandon Street (northbound)**
- **Corner of Panama Street and Lambton Quay to the intersection of Lambton Quay and Willis Street (Southbound)**

Road closure notification signs will be placed at each end of the assembly closure at least one week prior to the event.

Residents and local businesses will receive a letter drop advising them of the road closure and the parking restrictions. The closure is also to be advertised in the Wellingtonian in the week preceding the event. The event will be managed by a qualified traffic management company. Pedestrian access will not be restricted and emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate actively supports World of Wearable Arts application.

3. Proposal Notice and Consultation

The public notice advising that the Council is proposing to consider this closure was published in the :

Dominion Post Saturday 4 July 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:


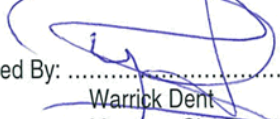
- The road closure will start at 12pm and reopen 2pm
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.
- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to consult and gain approval from the emergency services on the road closure and provide access for emergency vehicles.
- The event organiser is to work with the Public Transport operators to provide alternative public transport route and bus stops.

Signed 

Stephen Harte
Programme Manager Transport Network Development

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By:  Endorsed By: 
Maria Taumaa
Street Activities Coordinator
Warrick Dent
Manager City Events



*World of Wearable Arts
Proposed Temporary Road Closure
23 September 2015*

PROPOSAL TO CLOSE ROADS

The Regulatory Processes Committee will meet on Thursday 6 August 2015 to consider the following temporary road closures for events.

World of Wearable Arts

12noon-2pm, 23 September 2015

Corner of Willis Street and Lambton Quay to Brandon Street (northbound)

Corner of Panama Street and Lambton Quay to the intersection of Lambton Quay and Willis Street (southbound)

Wellington Car Club Sealed Sprint

7am-6pm, Sunday 22 September 2015

Massey Road - between Scorching Bay Reserve and the northern entrance to former Shelley Bay Defence base.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 17 July 2015.

Please send correspondence to Maria Taumaa, at mailing address below, by fax to 04 801 3009 or by email Maria.Taumaa@wcc.govt.nz

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

REGULATORY PROCESSES COMMITTEE



PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

TENNYSON STREET FAIR 18 OCTOBER 2015

1. Description of Event

The Tennyson Street Fair has been organised by Thomas Buchanan. The fair has participation and support from a range of community groups and local businesses.

The proposed road closure is:

- **Tennyson Street** (between Tory Street and Cambridge Terrace) on Sunday 18 October 2015. 6am to 7pm.
- **Postponement date 25 October 2015**

Road closure notification signs will be placed at each end of the assembly closure at least one week prior to the event.

Residents and local businesses will receive a letter drop advising them of the road closure and the parking restrictions. The closure is also to be advertised in the Wellingtonian in the week preceding the Fair. The event will be managed by a qualified traffic management company. Pedestrian access will not be restricted and emergency services will have immediate access to the area if required.

2. Events Directorate Support

The Events Directorate has no connection with, and no objection to this event.

3. Proposal Notice and Consultation

The public notice advising that the Council is proposing to consider this closure was published in the :

Dominion Post Saturday 11 July 2015

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

Traffic Impact

In the opinion of Stephen Harte Programme Manager Transport Network Development, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The road closure will start at 6am and finish at 7pm.
- The event organiser is to obtain Council approval on the details of a traffic management plan prior to the event.(in particular the Tennyson Street closure)
- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to consult and gain approval from the emergency services on the road closure and provide access for emergency vehicles.


Signed 

Stephen Harte
Programme Manager Transport Network Development

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared By: 
.....
Maria Taumaa
Street Activities Coordinator

Endorsed By: 
.....
Warrick Dent
Manager City Events



PROPOSAL TO CLOSE ROADS

The Regulatory Processes Committee will meet on Thursday 6 August 2015 to consider the following temporary road closures for events.

Tennyson Street Fair **6am-7pm, Sunday 18 October 2015**

(Postponement date 25 October 2015)

Tennyson Street - Tory Street to Cambridge Terrace.

Wellington Car Club Sealed Sprint **7am-6pm, Sunday 20 September 2015**

Massey Road - between Scorching Bay Reserve and the northern entrance to former Shelley Bay Defence base.

Any person objecting to a proposed road closure must contact the City Council in Writing before 4pm, Friday 24 July 2015.

Please send correspondence to Maria Taumaa, at mailing address below, by fax to 04 801 3009 or by email maria.taumaa@wcc.govt.nz

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PROPOSED ROAD STOPPING - 121 BING LUCAS DRIVE, TAWA

Purpose

1. The purpose of this report is to recommend that the Council stops a section of unformed legal road; being part of Bing Lucas Drive, Tawa (refer Attachment 1).

Summary

2. The owners of 121 Bing Lucas Drive, Tawa, have applied to stop the unformed legal road abutting their property.
3. The 675m² of legal road to be stopped is shown as 'Lot for Road Stoppage' on the Cardno Plan NZ0110180-C111, revision 2, dated 30/4/2015 (the **Land**); refer Attachment 1.
4. Utility providers, and the Council's internal business units, have been consulted on the road stopping. All support the proposal subject to standard conditions (where required).
5. Initial consultation letters have been sent to the three adjacent neighbours of the road stopping. At time of writing one reply had been received concerning the impact of the proposal on the bulk water main.
6. The Tawa Community Board was consulted on the proposed road stopping and had no specific comment to make.
7. If the Council agrees with the recommendation of the RPC and proceeds with the road stopping then the proposal will be publicly notified, giving neighbours, along with any other member of the public, an opportunity to make a submission.

Recommendations

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a. Agrees that approximately 675m² of unformed legal road land on Bing Lucas Drive, Tawa, shown as 'Land for Road Stoppage' on the Cardno Plan NZ0110180-C111, revision 2, dated 30/4/2015 (the **Land**) and adjoining 121 Bing Lucas Drive, Tawa (being Lot 31 DP 384648, CFR 338417) is not required for a public work and surplus to requirements.
 - b. Agrees to dispose of the Land.
 - c. Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.
3. Notes that if objections are received to the road stopping and the applicant wishes to continue, a further report will be presented to the Committee for consideration.

Background

8. The Land was originally created as legal road in 2007 (DP 371702) as part of the 'Rossaveel Heights' rural/residential subdivision.
9. The applicant's site, 121 Bing Lucas Drive (Lot 31 DP 384648), was created later in the same year.
10. The legal road corridor in this area is particularly wide as it accommodates both a cut batter slope (east) and main trunk water main (west).
11. In August 2014 resource consent for a two lot fee simple subdivision and related earthworks was granted (SR310857).
12. In February 2015 the application to undertake the proposed road stopping was made.
13. In March 2015 resource consent for earthworks and the realignment of part of the bulk water main was granted (SR325845).
14. The Land consists of ground which has recently been reworked into a flat upper bench with two smaller terraces separated by a moderate slope.

Discussion

15. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) of the Local Government Act 1974 (**LGA**).
16. The Council, under section 40 of the Public Works Act 1981 (**PWA**), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work.
17. The Transport Team has confirmed the land is not required for road or access purposes. Wellington Water is satisfied the water main relocation and inclusion of an easement will protect their interests. No other relevant business units of the Council seek to retain the land. The section 40 PWA report will, otherwise, determine whether an offer back obligation exists.

Options

18. The alternative to undertaking the road stopping is to retain the Land as unformed legal road. In the long term this will incur maintenance and retention costs on land that Council no longer requires.

Next Actions

19. Initiate the public notification process.
20. Conclude a section 40 PWA investigation.
21. Prepare a survey legalisation plan and Sale and Purchase agreement for the Land.

Attachments

Attachment 1. Cardno Plan NZ0110180-C111, revision 2, dated 30/4/2015 Page 43

Author	Brett Smith, Property Advisor
Authoriser	Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Consultation and Engagement

Community

In May 2015 letters were sent to the 3 immediately-adjacent neighbours of the Bing Lucas Drive Land. At time of writing one reply had been received concerning the impact of the proposal on the bulk water main. As discussed in the report above the applicant has, under resource consent, re-aligned the bulk water main. Any other matters concerning the functioning of the bulk water main is a matter specifically for Wellington Water and the Greater Wellington Regional Council.

Utility Provider and Council Business Units

The applicant is obliged to obtain comment from utility providers prior to submission of the application. None objected to the road stopping and/or have provided conditional support subject to the creation of relevant easements.

Several relevant Council business units were consulted: Parks, Sport & Recreation, Transport, District Plan Policy, Planning, Vehicle Access, Urban Design & Heritage, and Wellington Water. None objected to the road stopping. Condition support was given by the Planning Team, who requested amalgamation of the Land with the applicant's site, Wellington Water, who requested the creation of an easement, and Vehicle Access who requested consultation with an adjacent landowner.

Tawa Community Board

On 11 June 2015 a report on the proposed road stopping was presented to the Tawa Community Board. The Board had no particular comment to make on the proposal.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The land is not located in a Māori Precinct, or other area identified as significant to Māori. The land is not being disposed of on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no financial considerations related to this recommendation. Any costs associated with the disposal of the Land are borne by the applicant.

In August 2011 a new cost sharing incentive for road stoppings was approved by the Council. The rebate amount will be determined at the end of the road stopping process, when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council; the road stopping is also being undertaken in accordance with legislative requirements.

This is not a significant decision. This report sets out the Council's options under the relevant legislation and under the Council's 2011 Road Encroachment and Sale Policy.

This proposed road stopping has no significant impact on the Long Term Plan

Risks / legal

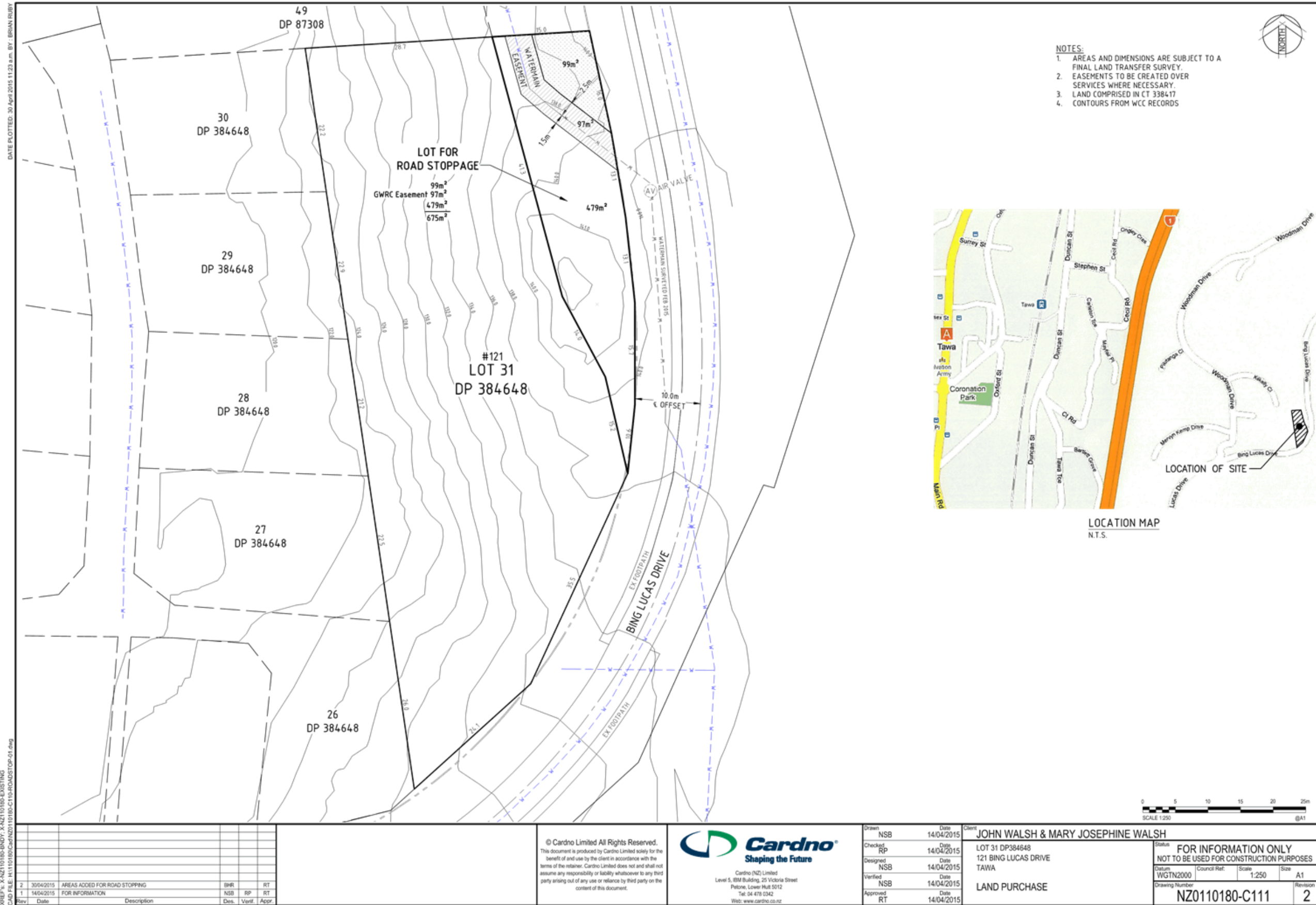
The road stopping process is consistent with legislative, and the Council's, requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.



Item 2.4 Attachment 1

DEVELOPMENT CONTRIBUTION REMISSION REPORT FOR 175A CUBA STREET

Purpose

1. The purpose of this report is to evaluate the development contribution fee remission application received from Dayal Govan of D N Govan and Company of New Zealand Ltd (owner – DNG Co) for the conversion of a residential apartment into a commercial office space.

Summary

2. The Policy states that the onus is on the applicant to prove that the actual increased demand created by the development is different from that assessed by applying the non-residential unit of demand. As the remission request does not address the demand of the development on our infrastructure, but instead, is based on the neighbouring property making it unfit for use it has been referred directly to the Regulatory Process Committee for a decision.
3. The Policy allows for the Council to remit development contributions at its absolute discretion in exceptional circumstances under consideration of a remission application.
4. DNG Co has made an application for remission in respect of the development contributions assessment of \$10,910.45 for an office conversion at 175a Cuba Street.
5. Under the Policy, the development constitutes an increase of 2.18 additional household units and accordingly a development contribution is applicable. The owner contends that the 6-8 bed apartment became un-tenantable after the adjacent building, the San Francisco Bath House, became a music venue. Therefore at great cost to the owners (some \$50,000), they converted the residential flat into a commercial office. At the same time the building was seismically strengthened. Figures have been provided by DNG Co which show that they have lost \$167,307 to date and they state that the conversion will reduce income. They also state that the conversion will have a greater impact on the infrastructure. They currently await the issue of their CCC for this work so the office is currently vacant.
6. Officers reject this argument on the basis that at the time of establishment the two uses were permitted under the then District Scheme, that no complaints were ever received from this apartment in relation to noise being emitted from the Bath House, and that the intensity of use increases as a result of the conversion.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to decline the application for a remission of development contributions and confirm the development contribution of \$10,910.45 (GST inclusive) payable by the owner.

Background

Proposal

7. The owner converted an existing residential apartment into a commercial office. There was no increase in gross floor area.

The Policy

8. The building consent was lodged with the Council on 24 January 2012. The remission application has, therefore, been assessed under the 2009 Development Contributions Policy.
9. The Committee will only consider exercising its discretion upon consideration of a remission application as described under section 2.6 of The Policy below.

1.6 Remission and Postponement

1.6.1 The Council may remit or postpone payment of development contributions at its complete discretion. The council will only consider exercising its discretion in exceptional circumstance. Applications made under this part will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations.

1.6.2 Remissions will only be granted by resolution of the Council (or a Committee or Subcommittee acting under delegated authority.)

1.6.3 An application for remission must be made in writing and set out the reasons for the request

10. The Policy provides that any proposal associated with an application for building consent, resource consent or service connection lodged on or after 1 July 2005, will be required to pay a contribution under the Policy (see clause 1.4.2 of the Policy). In terms of the Policy non-residential development is assessed on the basis of the number of equivalent household units (EHUs) created by the development. Even though the gross floor area of the building did not increase the DC Policy is based on non-residential space being used more intensively than residential space, therefore a development contribution is payable. Development contributions are payable for the number of EHUs created by each development. EHUs are applied as follows:

Type of development	EHU assessment based on
Residential development	1 EHU per household unit 0.7 EHU per one bedroom household
Nonresidential development	1 EHU for every 55m ² of gross floor area (gfa)

11. The conversion of the apartment increases the current number of EHU's from 1 to 3.18 EHUs.

Discussion

The Remission Application

12. The owner's argument for a remission of development contributions is that by Council allowing the San Francisco Bath House to operate as a music venue Council made the apartment un-tenantable and resulted in lost rent of up to \$134,200. 00. Therefore at great cost to the owners, they had to change the use of the building to commercial.
13. On this basis, the owner argues for remission of the entire development contribution of \$10,910.45.

Officers Assessment

14. The use of the premise's as the San Francisco Bath House (a venue for live bands) was a permitted activity at the time of its establishment around 2005-6. Prior to the establishment of San Fran, the first floor had a long established history as licensed premises.
15. Archives have provided the building permit for the establishment of these apartments being 1988. At this time this area was a Retail Shopping Zone under the Wellington City District Scheme, and commercial uses could make a higher level of noise than currently applies under the Wellington City District Plan. In addition, there were no sound insulation requirements for apartments as there is now (introduced in 2003).
16. Therefore, as the apartments were not insulated to the level that the District Plan currently requires occupants could not expect a residential level of amenity with regards to noise. It is also noted that Council holds no record of any noise complaints from this apartment, confirmed by the environmental noise team, and the liquor licence team has confirmed that no objections to San Fran's liquor licence have ever been received.
17. Noise complaints were however received from the apartments to the rear of the site and as a result San Francisco Bath House was made to undertake sound insulation to meet the Central Area noise limits on that particular boundary. As the noise officer was not aware of the issues that the apartment in question was having no mitigation measures were imposed in relation to this boundary.
18. In relation to the impact on infrastructure, the building permit for the apartment shows one kitchen and one bathroom. The plans for the office conversion show two toilet facilities and one kitchen. As documented above, the conversion increases the current number of EHU's from 1 to 3.18 EHUs and therefore, according to the Policy, results in a greater demand on infrastructure in terms of water and waste.
19. Council officers recommend that the Committee decline the application for a remission of development contribution payable in relation to 175A Cuba Street, and that the owner be invoiced a final development contribution fee of \$10,910.45.

Options

- 20. The Policy enables remissions of development contributions to be granted in exceptional circumstances at the Council's discretion and states that these decisions will not be regarded as creating precedent or expectations.

Next Actions

- 21. The Committee is to notify Council officers of their decision and the owner will be invoiced accordingly.

Attachments

Attachment 1. Invoiced development contributions

Page 50

Authors	Nicole Tydda, Manager Cust Serv & BusSupport Kiri Whiteman, Executive Support Officer
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Not applicable.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Not applicable.

Policy and legislative implications

This report is consistent with the Development Contributions Policy and with all other existing policies of the Council.

Risks / legal

The Council's lawyers have not been consulted during the development of this report.

Climate Change impact and considerations

This report has no direct impact on climate change.

Communications Plan

There is no communication plan.

D N GOVAN & COMPANY OF NEW ZEALAND LIMITED

15 July 2015

Halley Wiseman
Resource Consents Manager
P O Box 2199
Wellington City Council
Wellington 6140

36 Vivian Street
P O Box 11783
Manners Street
Wellington 6142
Tel: 04 3853 928
Fax: 04 3853 711
Email: admin@spfs.co.nz

Invoiced development contributions on building consent 248343 - \$10,910.45

1. HISTORY and OVERVIEW – 175A CUBA STREET



- 175a Cuba Street is part of 175 -179 Cuba Street premises comprising of 3 retail stores and 3 residential apartments and a car park area at the rear of the premises
- 171 Cuba Street [(San Francisco Bath House (SFBH))] is located hard up against 175a Cuba Street (refer pic above)
- In early 2006 DN Govan & Company of NZ Ltd (DNGC) engaged architects Warren and Mahoney to design a 5 Level Building to be located in the car park area which would link into the current building
- Early 2006 SFBH took over 171 Cuba Street (SFBH predecessors were Indigo Bar and Alibabas)
- Mid 2007 – plans for the new building were in the process of being finalized, however a decision was made (after a comment made by the project group about the noise from the Bar) to engage a noise engineer and much to everyone's belief the results exceeded allowable band octave levels; hence the project was put on hold (Copy of Plans attached)
- Cost of project was approximately \$50,000.00
- DNGCo started to experience difficulty in retaining tenants in 175a Cuba Street due to the loud noise levels emitting from the establishment and suffered loss in revenue due to the property not being able to be consistently tenanted

- 175a brought in a gross rental of approx \$50,000 per annum
- DNGCo also had plans to refurbish 175a Cuba Street whereby the rental would have increased to approx \$58,000 per annum, however this plan was also abandoned
- After suffering residential rent losses, a strategic decision was made by DNGCo to
 - Convert the Residential Apartment to Commercial thereby tenants not having to experience the night time noise issues
 - Complete Seismic Strengthening works at the same time
 - Conversion took place in the 2012/13 year
- In total this closure was for 122 weeks – Loss of revenue = \$117,307.00
- Total Approximate Cost of Conversion: \$300,000.00
- Current rental from Commercial premises V/s Ex Residential Premises
 - \$52,937.43 v/s \$50 - \$58,000
- Hence conversion was done purely to overcome night time noise issues and not for revenue

Total of Losses to date:

Description	\$
Cost of Frozen Project for new Building	50,000
Loss of rent taking minimum rental (\$50,000/52)*122 weeks	117,307
Total	167,307

2. PAST, PRESENT AND FUTURE PLANS – 175a CUBA STREET

Description	Residential Past Use	Commercial Current Use	Commercial Future Use
Number of Tenants	6 to 8	8 to 10	8 to 14..16?
Hours of use	24 hours	8 hours	8 hours
Infrastructure type			
Water Supply	24 hours	8 hours	8 hours
Wastewater	24 hours	8 hours	8 hours
Storm water	24 hours	24 hours	24 hours
Traffic & Roading	No Car	1 car	2 cars maybe

3. CONCLUDING

- Clearly, there are fewer resources used now than were in previous years.
- Furthermore, there will be no increase in the use of Infrastructure; in at least 10 years from now
- DNGCo have already suffered losses of a minimum of \$167,307.00
- Conversion from Residential to Commercial has reduced revenue, which adds to a further loss to DNGCo
- DNGCo had no option, in fact were cornered into having to spend a significant sum of funds towards the conversion with no financial gain, in fact suffer a large loss

- **Hence, DNGCo believe there is no justification by council in invoicing for development contribution in this instance and request a credit for the total amount of \$10,910.45**